

The Messerschmitt Bf 109

Late Series (F to K including the Z-Series)



Downloadable Content

Kit Extra: Bf 109 F to K and Z-series Kits

As we stated in our book, there was insufficient space to include all the assessments of kits we had to hand, so what follows are those that we did not cover in print.

1/144th Scale

Zvezda, Russia

Bf 109F-2 (#6116)

This kit was first announced by Zvezda in 2011, but was not actually released until mid-2012. It is part of their 'Art of War' wargaming series, so although very much aimed at that market it is a nicely tooled kit that can be built as a good purely static kit as well, so we have included it here (it's also the only kit produced anew in this scale in the last ten years).

Plastic: Dark grey-coloured plastic with engraved detail restricted to hinge lines etc.; no panel lines or access panels etc.

Wing: Solid, one-piece; correct span and profile; hinge lines for ailerons good, those for the split flaps and landing flaps are very faint indeed; radiator shape and position good; undercarriage bays boxed in due to solid nature of wings, no interior detail; undercarriage moulded as one with the wing section between them; option for undercarriage up or down; extended undercarriage moulded as one piece (wheels, oleo legs and doors), detail on hubs etc. is non-existent.

Fuselage: Solid, one-piece; correct length; no engraved detail other than the rudder hinge, which is heavily done at the top and almost non-existent the rest of the way; no fabric effect on rudder; cowl guns, exhausts etc. are all moulded in situ and are quite effective; turn-down in exhaust shield on port side missing; separate (solid) supercharger intake, which is a little skinny with the transition from fairing to intake tube too pronounced (big cleft); no dust filter option.

Tailplanes: Good size and shape; hinge line well defined; elevators have fabric effect via scallops and raised ribs, very good for this scale (pity ailerons and rudder not done in similar fashion).

Engine: None supplied.

Propeller: One-piece; blades look a bit too skinny and they are flat (no aerofoil section);



Zvezda 144th Bf 109F 6116

no cannon tube in spinner.

Interior: None, the fuselage is solid.

Detail: None other than a two-piece display stand.

Canopy: Solid with two prominent tabs in the fuselage to mount it to; only main upright frame present and solid nature of moulding causes distortion etc.

Decals: Small sheet with crosses and a selection of numbers, all in white outlined in black, from 0 to 9; no stencils; no swastikas; options do not match box illustration; no painting guide etc., as this is probably going to be left unpainted by many who build it

Verdict: *A fun product, OK so it is not really a serious 'scale model', but it is a quick and easy way to add the F-series to your 1/144th scale collection, whilst Eduard/Mark I do the G and K-series.*

1/72nd Scale

Academy, Korea

Bf 109G-6 & G-14

Academy first produced their G-6 (#1670) and G-14 (#1653) kits in 1999 and 2001 respectively and these have been pretty much in their catalogue ever since, with just a revision in kit numbers (#12467 and #12454 respectively) a few years back.

Plastic: All come in a light grey-coloured; recessed panel lines; no rivets.

Wing: Overall span and shape correct, the upper and lower halves are full span, with the tips moulded to each that is less likely to result in a seam on the underside; has a panel lines on the upper surface that is not on any plans; oddly has two small holes in the leading edge slats; small bulges are moulded in situ, although they are rather too 'pointy' in overall profile; separate pitot tube; split flap moulded with upper wing halves; mid-flap section is nearly correct length (too marginal to worry about); flap to aileron hinge is a straight line, when there should be a slight kink; aileron depth is good, fabric effect is just via eight raised lines and not very convincing; trim tab correct size and location; tip light moulded solid with wing halves; wheel wells are slightly too long, extending too far out towards the tips; no interior detail in the roof of the wheel wells and the leg sections are solid, when these have oblong holes in them; radiators moulded in lower wing half with split flaps in situ, thus lacking any depth and also the front lip profile is too angular and thin with no interior detail; undercarriage doors are undersize; oleo legs have compression struts moulded to them; separate fixed tailwheel, which is devoid of any hub or tyre detail and the former is too great in diameter, making the latter too skinny; main wheels have flat hub style with lots of nice bolt detail; main tyres have cross-ply tread pattern; separate FuG 16ZY 'Morane mast' with 'wire' tip.

Fuselage: This is moulded with the tail



Academy 1670

section separate from the transit joint aft, so that the standard (G-6) and later taller tail (G-14) unit can be offered; overall length is about 1mm short, all at the front of the engine cowl; cross-sections good for 3/4 of length, but the nose is slightly skinny and the oil cooler thus too small; upper nose section has two separate gun troughs of different styles; exhausts are separate with separate plates and stacks have good overall shape and detail (not just wedges); bulges separate, with two styles for the starboard side, one with and one without the secondary bulge for the compressor moulded to it; the secondary (compressor) bulge is too small though; small air scoop for the compressor is moulded on the main bulge; supercharger intake is two-piece an not bad in overall shape, it is a little too small though; profile of the tall tail is good, but the unit is about 1mm short, the trim tab is also slightly short and lacks the linkage on the starboard side; the inset counter balance tab on the tall rudder is too big, the engraved lines are very soft and the plate at the back of the tab is missing; the oval panel on the port side of the rear fuselage/tail section is too large, the one on the starboard side is correct and features engraved fixing screws.

Tailplanes: Span correct; tip profile is all wrong though, being far too square, which makes each just look wrong; elevators are a bit too deep; rib and web detail is engraved and accurate (albeit effected by the units being too deep); trim tab depicted correct size and location.

Engine: None supplied.

Propeller: Spinner is correct diameter, but the profile is too pointed, resulting in a spinner that looks more like that of a Lavochkin or similar; cannon blast tube projects well forward of spinner tip and although only in partial relief, is very effective; propeller is a single-piece and you only get one style of blade, this means that the very wide blades are not an option in the G-14 kit.

Interior: Generic and inaccurate floor/bulkhead unit with rudder pedals moulded in situ as simple wedges; separate seat of a style that only applies to earlier versions up to the early F-series; separate trim wheel; instrument panel has some raised detail, but mainly depends on a decal; separate control column; no gunsight.

Detail: Both kits includes just a 300lt drop tank and centreline rack, which is set exactly on the centreline, when it should be offset slightly to port; G-6 kit also includes MG 151 cannon gondolas.

Canopy: Either standard (G-6) or Erla Haube (G-14) are supplied depending on the version; each is two-part; the profile of the Erla Haube is too square along the top edge, thus the canopy frames are inside where the glazing actually curves; ventilation scoops moulded to the windscreen section, so you may need to remove these for some colour schemes; the ‘Galland’ armour is supplied as a clear part, which mounts into the canopy.



Academy 1653

Decals: Both kits feature sheets that are well printed with good colours and limited carrier that is quite clear, the colours at times are a bit too bright in this scale though; full set of airframe stencils supplied; no swastikas are included; the markings for each kit are as follows:

- **#1670** Bf 109G-6: Bf 109G-6/R6 Trop ‘White 9’, flown by Uffz. Georg Amon, 7./JG53, Sicily, June 1943; Bf 109G-6, ‘Black <<’ flown by Hptm. Gerhard Barkhorn, II./JG52; Bf 109G-6/Trop, ‘White 9’, flown by Oblt Emil Klade, 7./JG27, Greece, January 1944
- **#1653** Bf 109G-14: ‘Black <<’ flown by Hptm. Erich Hartmann, Veszprem, Hungary, 4th February 1945; ‘Yellow 9’, 3./JG11, Germany, 1945

Verdict: *Once you put these alongside the Hasegawa kits you can see that Academy just improved upon them, removing some of the moulded detail and making it separate and also adding and correcting some of the surface detail. The kits themselves are a mixed bag, whilst being better overall than the Hasegawa examples, they still have a few errors that need to be sorted, plus they lack any cockpit interior worth mentioning. Considering their low cost and ease of availability, they are worth considering if you are working on a budget and want to build quite a few, plus you can cross-kit with other manufacturers’ products to make other versions. Overall, worth considering, although the majority may feel that the Fine Molds and AZ Model examples now hold the top honours in the scale.*

Airfix, UK

Bf 109G-6 (Old tooling)

This was the first attempt at the G-series by Airfix and it dates back to 1965 (Patt No.86), it was renumbered as #01006-1 in 1973 and as #61072-0 in 1982, when it was also modified into a Snap-together kit (same kit number), it became

#61072 in 1983, #91072 in 1985, #01072 in 1986, was issued as a ‘Starter Set’ in 1995 (#91072) and included in ‘The Historic Collection – WWII Fighter Classics in 1997 (#9514), was in the ‘90 Years of Fighters Triple Pack (#08656) in 2004 and was finally renumbered as #A01072 in 2008. The kit was also in the ‘Dogfight Double’ series with the Beaufighter as #Patt No.D360F in 1968, renumbered as #03140-6 in 1973, reissued as #93143 with paint and glue in 2001, as a Gift Set (#03143G) in 2005 and finally in the new style Gift Set in 2008 as #A50037. The kit was finally retired in 2009 when replaced by the newer tooled version (#A02029).

Plastic: The kits has been released in a number of colours over the years, from pale blue-green, to light and medium grey, so it depends on which version you have; all panel lines etc. are raised; covered in mass of over-scale rivets; it was modified in the early 1980s as a Snap-together kit and afterwards always exhibited the big locating pins and sockets as a result.

Wing: Moulded as separate upper and lower halves; region of lower wing running under the fuselage is moulded with the fuselage; span slightly over; panel lines don’t match scale plans; split flaps, landing flaps and ailerons all moulded with wing halves and all are slightly too long; hinge line of split flap same as landing flap, when there should be a stagger between them; hinge lines for all control surfaces are very heavy/wide; ailerons depicted with rivets; trim tab correct size/location; tip lights denoted by raised lines; no pitot tube; no aileron mass balance weights; wheel well location not bad, but the bays are too big (all at the back); no wheel well interior at all; oleo legs moulded to undercarriage doors; main wheels simple ‘buttons’ with no detail whatsoever.



Airfix Patt No D360F

Fuselage: Slightly too long (less than 1mm); frames match scale plans, but there are some panel lines missing elsewhere; access panels a mix, some are in the wrong place (filler on starboard side is one frame too far forward, the one on the port side is the same, plus its also too high) and many of the round panels are in fact oval; rear fuselage cross-section ‘skinny’; vertical fin leading edge too steep, resulting in profile of it and the rudder being wrong; rudder fabric effect via raised ribs, not very accurate; no rudder trim tab; oil cooler too deep at the rear and on interior detail; cowl bulges are too small at the front and have a huge step in them between the rear and main cowl joint; exhausts are moulded in situ, lack the down-turn to the shield on the



Airfix 01072

port side; gun troughs look as if the barrels are moulded to one side and are far too long; ETC centreline tank moulded to each fuselage and completely inaccurate in shape/size/detail; tailwheel separate, good overall size, but no detail; tailwheel bay depicted open.

Tailplanes: Completely the wrong shape, leading edge is too steep and the span is too great; ribs on the elevators are at an angle because due to the error in the shape etc., the tailplanes are slightly swept-back!

Engine: None supplied.

Propeller: Propeller, backplate and spinner; propeller diameter good, but blade profile too thin; spinner diameter good and the profile is bulbous; cannon tube is an open hole.

Interior: None to speak of, just a ledge seat for a generic pilot figure.

Detail: Two-part 300lt drop tank that looks nothing like any version; 250kg bomb, but overall shape is more like an AB250 canister, but even then it is completely inaccurate; ETC rank moulded with fuselage halves and looks nothing like the real thing’ MG 151 cannon gondolas that are one-piece, suffer from shrinkage and are too small, whilst the cannon barrels are too great in diameter and too long; WGr.20 rocket tubes, clumsy in execution and tubes are too long.

Canopy: One-piece, overall shapes poor; framework is almost invisible now; modifications to a Snap-together kit have resulted in a huge column being added inside the front of the windscreen.

Decals: The decals were often poor, throughout this kits life and they had no stencils nor (later) any swastikas; the decal options in the examples we had are as follows:

- **#01072:** ‘Yellow 3’, but there are no other detail supplied other than it was from a Home Defence unit based in Germany in 1944; ‘Yellow 14’ of JG53, Sicily, 1943.

Verdict: *Ghastly, there are few kits that can send shivers down your spine like this one can (OK, maybe their Zero and Me 262 are close!). This is a woefully inaccurate and simplified kit that Airfix should have consigned to the bin in the 1970s and it is certainly one that today is solely of interest to the collector.*

Airfix, UK

Bf 109G-6 (New tooling)

Airfix already had a G-6 within its inventory, but that was very old indeed and so in 2009 they produced a brand New tooling of the variant (#A02029). This was reissued in 2014 with new



Airfix Bf 109G-6 A0209

decal options (#A02029A) and we have this latter version for assessment here.

Plastic: Light grey-coloured; recessed panel lines (heavy); no rivets.

Wing: This is moulded as a single lower piece up to the tip joint plus two separate upper halves with the tips; span slightly over, mainly due to the tips being too pointed; ailerons, landing flaps and split flaps moulded with upper wing halves; fabric on ailerons via 'scallop' effect; trim tab correct size/location; tip light location by engraved line only; panel lines match most scale plans; bulges on upper wing have an odd 'angular' effect to the outward slope; access panels all lack any interior detail (just outlines); wheel wells correct location/size, plus interior detail moulded into underside of upper wing halves (the inner oleo section does not have the curved liner to it); main oleo legs moulded with undercarriage doors (in this day and age!), main wheel tyres slightly too small, no tread pattern and hubs are woefully plain (big hole for axle in the middle, smaller indentation on hub for valve).



Airfix A2029A

Fuselage: Less than 1mm short; cross-section at rear fuselage and under tail is shallow; trailing edge of rudder does not match any plans, so rudder is marginally narrow in places; fabric effect on rudder via scallops to create ribs, but there is one too few of these and the webs at the hinge line are not depicted (just straight ribs); rudder trim tab cannot be discerned; panel lines match scale plans; access panel mostly correct, hand-holds aft of canopy are missing (foot-steps on lower edge of fuselage are there?); cowl bulges look too square in overall shape, also too high up so they join along the centreline, they are not separate; supercharger is moulded in one piece (solid intake), that plugs into large hole in fuselage, thus no base/surround on cowl and the unit is very basic in shape; dust filter option included, but again this is a solid one-piece moulding; no hole/tube in rear fuselage

for lifting, this is not even an engraved outline; exhausts moulded in situ, just simple wedges; shield turn-down on port side exhausts not depicted; oil filler above scoop on front of cowl (port) is too low; gun troughs wrong shape and gun barrels project too far out (only in partial-relief, as moulded detail); ventilation scoops below each side of windscreen are set to low down; tailwheel recess covered over; tailwheel simplified, tyre/wheel too small and lacking any detail; no IFF rod antenna.

Tailplanes: Correct span and profile good; panel lines match scale plans; hinge line denoted at same depth as panel lines; fabric effect on elevators again via scallops, but again the resulting rubs do not reflect those on the real aircraft as far as length/shape in relation to the leading edge webs etc.

Engine: None supplied.

Propeller: Spinner and propeller with attachment 'plug', no backplate; propeller diameter slightly over; blade profile wide with a rather odd trailing edge profile at the tip.

Interior: None really except the old 'ledge' seat/bulkhead and a generic pilot figure; no floor, control column, sidewall detail, instrument panel or gunsight.

Detail: Two-part 300lt drop tank (split vertically), overall shape is at odds with most plans because the main region is not deep enough, making the tail look as if it does not taper sufficiently; MG 151 cannon gondolas moulded as one, the fairing lacks any detail or ejector ports, while the barrels are too great in diameter; no ETC rack for drop tank, its moulded as an nondescript lump under the fuselage (like their original kit!); WGR.21 tubes included on sprues, but not used in this version, they look very similar to those in the old kit too (tubes are too long, support stays too thick); a 'bomb' also included, but again not used, the shape of the bomb is like an AB250 canister and it fits on that awful moulded blob under the fuselage (again shades of the original kit).

Canopy: Two one-piece canopies, the odd thing being that one looks like a standard used without any side frames and we suspect this is supposed to be an Erla Haube!; standard canopy correct length, frames are very heavy, the windscreen is so thick we assume it is supposed to depict the fitment of the external armoured glass?; separate standard aerial mast mounted in top/rear of canopy.

Decals: Those in the example we had were well printed, with good colour, but the carrier film is evident and slightly 'milky', plus the images are satin; small series of airframe stencils, but these don't include the walkway markings for the upper wings; no swastikas; the option in the example we have are as follows: 'Yellow 6', flown by Ofw. Alfred Surau, 9./JG3, Bad Wörishofen, Germany, 6th September 1943; J-704, Fliegerkompanie 7, Swiss Air Force, 1945.

Verdict: A real disappointment, this kit in many ways is much as their original one was in the 1960s. The lack of detail in areas like the cockpit is shocking for a kit made in 2009 and the heavy-handed manner in which the engraved lines are done really does deserve them to be called 'trenches'. Shame on you Airfix for releasing this in the first place, and more shame on you for continuing to release it! Not even worth joining a collection.

Airfix (ex-Heller), UK

Bf 109K

Sadly we did not have Heller F or G-series kit to assess, however we have the K in an Airfix box when released in the 'Aircraft of the Aces' series, so all comments made here also apply to the Heller example, with the exception of the decal options.

Plastic: Light grey-coloured plastic with raised panel lines and other details.

Wing: One-piece lower and separate upper halves; span and profile correct; ailerons, landing flaps and split flaps moulded with wing halves, all correct dimensions; tip lights denoted by raised lines; separate pitot tube; wheel well size/location good; inner (oleo) section has curved liner, but no oval cut-outs, main wells have no detail in roof; radiators good size/shape, no internal detail; separate aileron mass balance weights; separate FuG 16ZY 'Morane mast'; main undercarriage doors thick with no interior detail; oleo legs correct length with separate compression links; main wheels correct diameter (smooth tyres) but plain hubs lack any accurate detail.



Airfix 02092

Fuselage: Overall length good; panel lines match scale plans; cross-section is a little shallow around the rear fuselage, resulting in base of rudder being undersize; tall tail unit depicted, but surface has fabric effect via ribs etc.; rudder frettaures one adjustable and two fixed trim tabs; tailwheel doors engraved; twin scoops on nose present; exhausts moulded in situ, port side has turn-down in the upper shield; refined cowl bulges good; gun troughs the wrong shape; oil cooler good shape, no interior detail; short aerial mast on dorsal spine; separate D/F loop; no IFF rod antenna.

Tailplanes: Span good; tip profile a little blunt; panel lines match plans; no trim tab on elevators.

Engine: None supplied.

Propeller: Separate spinner, backplate and propeller; propeller diameter good and blade profile correct' spinner diameter and profile good; cannon tube just a raised area.

Interior: Generic floor/rear bulkhead with bucket seat and control column; no sidewall detail; no instrument panel; no gunsight.

Detail: 250kg bomb with ETC rack, but overall shape and detail of both of these is very poor.

Canopy: Two-piece Erla Haube with good overall shape and profile; separate head armour moulded in clear plastic.

Decals: Those in the Airfix re-issue are well printed but have visible carrier film that is quite 'milky'; very limited stencils (just three!);

no swastikas; the option was restricted to 'Black <<', flown by Oblt Erich Hartmann, I/JG53.

Verdict: Heller certainly did a good job with this K-4 all those years ago and until the Fine Molds example came along it was the choice for the variant in this scale. Today it is still worth considering, although it will need some extra detail adding in the cockpit, plus some correction work such as better main wheels and maybe a vac-formed canopy, but with the basic kit not costing that much second-hand nowadays it may well be worth the effort (that is if you can cope with raised panel lines of course).

AZ Model, Czech Republic

Bf 109G-series

AZ started to produce a new series of F, G and H-series kits in 2013 and has steadily added to the range ever since. Sadly we have none of the F or H-series to hand, but here are details of the G-series kit thus far released, Bf 109G-0 'V-tail Prototype' (#AZ7545), Bf 109G-0/R6 'V-tail' (#AZ7546), Bf 109G-0 'V-tail Aces' (#AZ7547), Bf 109G-1 'The First Gustav' (#AZ7465), Bf 109G-2 Trop (#AZ7467), Bf 109G-2 'Early Gustav' (#AZ7466), Bf 109Ga-2 'Romanian Service' (#AZ7488), Bf 109G-2 'Aces' (#AZ7489), Bf 109G-2 'Captured Planes' (#AZ7496), Bf 109G-2/G-4/G-6/G-14 'Joy Pack' (#AZ7704), Bf 109G-4 (#AZ7469), Bf 109G-5/G-6/G-14 'Joy Pack' (#AZ7703), Bf 109G-5 'Early' (#AZ7445), Bf 109G-6 'Finnish AF' (#AZ7434), Bf 109G-6 Late 'Over Finland' (#AZ7517), Bf 109G-6 (#AZ7446), Bf 109G-6 'JG 52 Experten' (#AZM7452), Bf 109G-6 'JG 53' (#AZM7453), Bf 109G-6 'JG 54' (#AZM7454), Bf 109G-6 'JG 5 Eismeer' (#AZM7455), Bf 109G-6 'JG 3' (#AZM7456), Bf 109G-6 'JG 300 Wilde Sau' (#AZM7457), Bf 109G-6 'Danubian Users' (#AZM7458), Bf 109G-6 'Italian Service' (#AZM7459), Bf 109G-6 'Swiss Service'

(#AZM7490), Bf 109G-6/AS 'Reich Defence' (#AZ7508), Bf 109G-6/AS 'Special Markings' (#AZ7509), Bf 109G-6/AS 'Höhenjäger' (#AZ7507), Bf 109G-6/R6 (#AZ7460), Bf 109G-6/Trop (#AZ7511), Bf 109G-8 (#AZ7447) Bf 109G-10 'JG52 (Diana)' (#AZ7501), Bf 109G-10 'WNF' (#AZ7502) Bf 109G-10 'Special Markings – Diana' (#AZ7503), Bf 109G-14 'Early' (#AZ7481), Bf 109G-14 'Erla (wooden fin)' (#AZ7448), Bf 109G-14AS 'Reich Defence' (#AZ7521) & Bf 109G-14AS 'In Foreign Service' (#AZ7522). We have #AZ7445, #AZ7448, #AZ7460, #AZ7465, #AZ7466, #AZ7467, #AZ7469, #AZ7501, #AZ7503, #AZ7509, #AZ7509, #AZ7540, #AZ7545 and #AZ7704 here for assessment however, there is a lot of commonality within all of the kits for some airframe elements, so we will look at the G-1 kit (#AZ7465) as the basis, then highlight any changes and additions on the others as we go.

Plastic: Light beige or dark grey-coloured (some times a mix of both) with engraved panel lines and other details; rivet detail restricted to specific areas only (flaps etc.)

Wings: Correct span, tips may be slightly too pointed, but it's marginal; panel lines are a mixed bag of those that match published plans and those that don't; small bulges moulded into the top wing halves, the long bulges are separate but have a recess in them to sit over the moulded bulge, thus ensuring their correct position; bulges will have to be removed on some early G variants; radiator shape good overall but the leading edge lip looks thin in comparison with plans; separate lower radiator flaps, upper ones moulded into wing; wheel wells correct shape and location, with interior depicted in both wing parts; ribs on ailerons are just consistent series of raise line, does not depict the internal ribs and webs of the real thing accurately; separate pitot tube, tip lights not clear, moulded with wings; H-series kits contain another sprue (tan-coloured)



AZ Model AZ7469

containing the new upper and lower wing parts (as little concrete evidence about the series exists, there is little point in debating their accuracy), the inner section on the port wing has to be bent downwards, as it has been moulded at a more acute angle than the starboard.

Fuselage: Slightly long, but so marginal as to not be worth bothering about; overall profile good; the upper gun trough is separate and in the early versions this comes with separate gun barrels, whilst the later ones have these moulded in situ; two styles of supercharger intake on the sprues, the thin-lipped one used on the early Gs looks to be a little undersize though; one style of chin-moulded oil cooler on main sprues; bulges for G-5 onwards are separate, the starboard one including the secondary bulges for the compressor and the small intake scoop; the starter handle hole on the starboard side is moulded in partial relief, there is no blister behind it (does not apply to all version); vertical fin and rudder separate, with the option depending on version being built of standard or tall tail unit with appropriate rudder; tall tail rudder has standard trim tab (not truly accurate) with fixed ones above and below, so you may need to revise these depending on which version/



AZ Model AZ7445



AZ Model AZ7448



AZ Model AZ7460



AZ Model AZ7465



AZ Model AZ7466



AZ Model AZ7467



AZ Model AZ7501



AZ Model AZ7503



AZ Model AZ7508



AZ Model AZ7509



AZ Model AZ7540



AZ Model AZ7545

scheme you are building; three styles of tailwheel on the sprues (fixed, retractable and long oleo leg), with the recess in the fuselage moulded in situ but with a plug included to fill this in as required; the main wheel tyres on the G sprues are both of the flat hub version, but in the Fs and early Gs there is a separate sprue with the spoked hub version, either with or without tread on the tyres; the G-10 kit comes with an additional sprue containing new fuselage halves with the refined bulges, two styles oil cooler and the upper gun troughs with separate gun barrels.

Interior: Multi-part interior, later style simplified seat, decal for instrument panel (no raised detail), two style of cannon breech cover, multi-part gunsight, rudder pedals and trim wheel; no seat belts as decals or etched; separate exhaust stacks with separate deflector plates; three styles of head armour in the Fs and early Gs, with the Galland-Panzer armour supplied as a clear part with the Erla Haube.

Tailplanes: Correct span and chord; one of the areas in this kit with rivet details throughout; tips may be slightly too 'square', but it's marginal; trim tab location/size good, rib details does not fully match most plans for fabric-covered version, the border at the leading edge being too deep and the webs are too pronounced; sprues include a set of tailplanes with plywood covered elevators, although every set of plans you will find do not show these fitted to the late series Gs and K; the G-0 kits have a new sprue containing the butterfly tail units and revised tail cone.

Engine: None supplied.

Propeller: Two styles of propeller on the sprues depending on variant, narrow blades may need tip reprofiling slightly, wide version is OK; spinner diameter correct, profile looks a bit too subtle, not being bulbous enough; cannon tube projects slightly, although this varies from aircraft to aircraft on the real thing, the diameter looks a little small for the 50mm

of the original (the tube size was constant, regardless of Motorkanone fitted).

Detail: MG 151 cannon gondolas; two styles of 300lt drop tank on the sprues; instructions correctly point out that the centreline ETC rack is offset to port slightly.

Canopy: Single part, either as standard or Erla Haube depending on variant; two styles of plate head armour for the Fs and early Gs, with the partially clear one supplied as a clear part; the plate armour does not have the clear corners seen on some pressurised machines, so you will have to modify this part; Galland armour supplied as a separate clear part; ventilation scoop moulded on each side of standard canopy, with instructions noting these have to be removed for some versions; framework correct and well proportioned, the windscreen has the external armoured glass, so those without this cannot be depicted.



AZ Model AZ7704

Decals: The decal are well printed, with minimal carrier film and the swastikas are split vertically in two; full stencils are included on a separate sheet; decal options are as follows for each variant we have:

- #AZ7545 Bf 109G-0 'V-Tail': Bf 109G-03, W/Nr.14003, VJ+WC
- #AZ7465 Bf 109G-1: 'Black 1', flown by Walter Nowotny, 9 Staffel, Russia, November 1942; 'Black 1', flown by Lt H. Knocke,

5./JG11, 1943; 'Black H', flown by Hadnagy Kalmán Szeverényi, Russia, spring 1943

- #AZ7465 Bf 109G-1 'The First Gustav': Bf 109G-1, 'Black 1', flown by Lt H. Knocke, 5./JG 11, 1943; Bf 109G-1, 5/2 Vadászszázad H, flown by Lt Kálmán Szeverényi, Royal Hungarian Air Force, Uman, Russia, 1943; Bf 109G-2, 'Black 1', flown by Walter Nowotny, 9./JG 54, Rjelbitzy, Eastern Front, November 1942
- #AZ7466 Bf 109G-2: 'White 1', flown by Hptm. Wolf-Dietrich Huy 7./JG77, Egypt, October 1942; 'White 5', flown by Fw. Anton Hafner, 4./JG51, Tunisia, December 1942; 'White 2' of 4./JG54, Russia, autumn 1942
- #AZ7467 Bf 109G-2/Trop: 'White 3', flown by Uffz. Horst Schlick, 1./JG77, November 1943; 'Red 1', flown by Hptm. Werner Schröer, 8./JG27, Greece, February 1943; 'White 4', flown by Gustav Rödel Kommandore of JG27, Sicily, 1943
- #AZ7469 Bf 109G-4: 'Yellow 7', flown by Oblt Wolfgang Tonne, 3./JG53, February 1943; 'Yellow 3', flown by Fw. Hans Waldmann, 6./JG52, Russia, June 1943; 'Yellow 11', flown by Nadporučik Jan Gerthofer, 13(Slow)/JG52, Russia, May 1943; 'Yellow 9', flown by Rotnik Jan Reznák, 13(Slow)/JG52, Russia, May 1943
- #AZ7445 Bf 109G-5 'Early': 'Yellow 1' operated by an unknown unit in Germany, 1943; 'Black <<', flown by Gerhard Barkhorn, II./JG52, Eastern Front, 1943; 'Green 1', flown by Herman Graf, I./JGr.50, Wiesbaden-Erbenheim airfield autumn 1943
- #AZ7460 Bf 109G-6/R6: 'Red 29', I./JG302, Finland, March 1944; 'Black <<', flown by Ludwig Franzisket. Stab I./JG27, Austria, May 1944; 'Black 8', flown by Günter Sahl, 8./JG54, Spring 1944; 'Red 13', flown by Heinrich Bartels, 11./JG27, Kalamaki airfield, autumn 1943
- #AZ7509 Bf 109G-6 'Special Markings':

'Blue 5', 2./EGr.JG2, Hagenow-Land, December 1944; 'red 2', flown by F-K Müller, 1./NJGr.10, August 1944; 'Black <|', Stab 1./JG3, Gütersloh, July 1944

- **#AZ7501** Bf 109G-10 (Diana) 'JG52': 'White 11', II./JG52, Brno airfield, Czech territory, April 1945; 'Yellow 11', II./JG52, Kralupy and Vitavou airfield, Czech territory, April 1945; 'Yellow 19', II./JG 52, Praha-Leynany airfield, Czech territory, April 1945
- **#AZ7503** Bf 109G-10 (Diana) 'Special Markings': G-10/U4, 'Yellow 12', flown by 1st Lt Baron Pál Luzsényski, 101 Vadaszvezred MKHL (Hungarian Air Force), Vezsprém airfield, Hungary, March 1945; G-10/U4, of the Czechoslovakian Air Force, Tisnov, May 1945; G-10/U4, 'White 45', 83 Lovacki puk, Yugoslavian Air Force, Pula airfield, Yugoslavia 1950
- **#AZ7448** Bf 109G-14 ('Erla) wooden fin': 'White 7, flown by Lt O. Romm, 10./JG3, October 1944; 'Yellow 4' of 15./JG5, Norway, May 1945; 'Blue 2', flown by Gefr. A. Michel, 16./JG53, Germany, December 1944
- **#AZ7508** Bf 109G-14/AS 'Reich Defence': 'Yellow 2', flown by Uffz. H. Zimmermann, 6./JG27 Fels am Wagram, July 1944; 'Yellow 14' of 9./JG1, La Fère, July 1944; 'White 5', flown by Uffz. W. Salinger, 5./JG27, Fels am Wagram, August 1944
- **#AZ7540** Bf 109H-0 'Hohenjäger': 'Yellow 8', JG51, flown by Uffz. T. Luchs, Rostock-Marienehe airfield, early March 1944; 'Black <<', JG53, flown by Lt Hans Welich, Braunau airfield, May 1945; 'White 46', flown by Hptm. Marcus Schwarz, Industrie Schutz Schwarm, Pilsen, July 1945 (all these are spurious 'what if?' schemes)

Verdict: Overall the series is very good, the only limiting factor for most modellers will be that this is very much a limited-production kit and as such has all the traits inherent with that type of moulding (no locating tabs etc.), but the plastic is commendably thin and the detail excellent, whilst interior details all have positive location via tabs etc. The use of generic instructions for certain types is confusing at times, and although understandable from the point of view of cost, it does not make the productions very user-friendly. Being less expensive than the Fine Mold kits and easy to obtain in most locations around the globe, the range could form the basis of an extensive collection of F, G and H-series airframes, plus they can be cross-kitted or used for details etc. with those from other manufacturers, so the potential is almost endless. Recommended to the intermediate and knowledgeable modeller.

Hasegawa, Japan

Bf 109G

Hasegawa had their first attempt at the Bf 109G back in the early 1970s (#JS-108) and it remained available, being renumbered as #A26 in 1977. The kit remained available under the Hasegawa label as well as being reissued by a number of other firms and we have the Hasegawa-Minicaft (#108) example for assessment.

Plastic: Dark grey-coloured plastic with engraved panel lines and details.

Wing: One-piece underside to inboard of tips plus two upper halves complete with tips; span is slightly over; panel lines don't match scale plans; wheel bulges moulded into

upper wing halves, position and size good, but surrounded by an engraved oblong panel; excess in span all seems to be within the landings flaps; ailerons correct size with fabric effect via textured plastic and subtle raised ribs; aileron trim tab position/size good; tip lights denoted by engraved lines only; pitot moulded into port upper wing half; wheel well position and size good, no interior detail at all; oleo legs correct length and have compression linkage moulded in situ; main wheel diameter good, cross-ply tread pattern tyres, but supplied only as the plain hub style.



Hasegawa-Minicaft 108

Fuselage: Correct length; skinny in cross-section at both the nose and tail; panel lines match scale plans; main access panels present, but the oval one near the tail on the port side and the round one on the starboard side are both missing; aerial mast moulded with port fuselage half, should be attached to the top of the rear canopy section; D/F loop also moulded to spine of port fuselage half, but the single ring is facing port/starboard, when it should be fore/aft (overall dimensions are wrong as well); exhaust moulded in situ, these are simple wedges and the turn-down on the shield on the port side is missing; rudder fabric effect via 'textured' plastic and soft raised ribs; gun troughs and barrels moulded in each half; tailwheel moulded to port half, wheel is a bit small and hub lacks any real detail; cowl bulges separate, a little short at the front; two-part supercharger intake is a little long, but overall shape is good; dust filter option included.

Tailplanes: Marginally too long (less than 1mm); profile is a bit 'square', especially at the tip; fabric effect on elevators via texture with subtle raised ribs (not enough of these); trim tab is about 1mm too far inboard.

Engine: None supplied.

Propeller: Separate spinner, propeller and backplate; propeller diameter good, but the blade profile is a little thin with blunt tips; spinner diameter good, but profile is too pointed and cannon tube is just a raised area.

Interior: None to speak of other than a generic and inaccurate floor/seat unit with wedges for rudder pedals; separate control column is a generic 'stick', instrument panel lacks any detail; generic seated pilot figure; separate head armour with curved top section, but no padding; no gunsight.

Detail: Two-part 300lt drop tank (split vertically), which is not very good in overall shape; very basic ETC rack, that is not accurate; two MG 151 cannon gondolas

Canopy: One-piece; good overall size and shape; correct framing on windscreen; small bulges to represent ventilation scoops on each side of windscreen.

Decals: The decals in these early Hasegawa examples were very limited, with no stencils, but they did (usually) contain swastikas; the carrier yellows with age and is a bit 'milky' to start with; the options in the example we had are identical to those in the standard Hasegawa release and are as follows: Bf 109G-5, flown by Hptm. Carganico, 11./JG5; Bf 109G-6/R2, 'White 9' of 7./JG27, Eastern Mediterranean.

Verdict: A real old one now and although in some respects it stands up quite well in comparison with the other kits of its age, it has long been surpassed by never and far better examples in this scale. It is therefore sadly one for the collector.

Hasegawa, Japan

Bf 109G series

Having already done the type in the 1970s, Hasegawa decided to do a whole new G-series, with the first going on sale in 1993. The G-6 and G-14 versions have been reissued in a number of guises since that date and the list so far is as follows: Bf 109G-6 (#AP17), Bf 109G-6 'Graf' (#AP106), Bf 109G-6 'Finnish Air Force' (#AP107), Bf 109G-6 'Eastern Front' (#AP119), 109G-6 'Grislawski' (#00267), Bf 109G-6 'Barkhorn' (#00278), Bf 109G-6 & G-14 'Hartmann' (#AP173), which was reissued later as Bf 109G-6/G-14 'Hartmann Combo' (#01901), Bf 109G-14 (#AP18) and Bf 109G-14 'Finland Post-war' (#00707). As both kits share common ancestry, we will deal with them together and point out any differences as we go.

Plastic: All come in the standard light grey-coloured plastic Hasegawa always seem to use; recessed panel lines; no rivets.

Wing: Overall span and shape correct, although some may say the trailing edge of the tip is a little too pronounced; lacks a few panel lines in accordance with plans, but they often seem at odds too; totally spurious panel line projecting inboard from the slats; small bulges



Hasegawa AP17



Hasegawa AP18



Hasegawa AP107

are moulded in situ; pitot tube moulded with upper port wing half; split flap moulded with upper wing halves; mid-flap section is slightly too long, resulting in aileron being slightly short; aileron depth is too great, fabric effect is not very convincing and the trim tab is raised slightly off the trailing edge; tip light moulded solid with wing halves; wheel wells are slightly too long, extending too far out towards the tips, they also lack any interior detail; radiators moulded in lower wing half with split flaps in situ, thus lacking any depth and also the front lip profile is wrong with no interior detail; undercarriage doors are slightly small, plus they have the cut-off corner associated with the E-series; oleo legs have compression struts moulded to them; separate fixed tailwheel, which is devoid of any hub or tyre detail; main wheels have flat hubs and the tyres have cross-ply tread pattern that is quite pronounced for the scale. FuG 16ZY 'Morane mast' as separate part, but lacks the 'wire' tip.

Fuselage: This is moulded with the tail section separate from the transit joint aft, so that the standard and later (taller) tail unit can be offered; overall length correct and diameter good the entire length; upper nose section with gun troughs is separate, but gun barrels moulded in situ and are of identical lengths, should be staggered; exhausts are separate with separate plates to go along the top, but the stack profile is just a series of tapered blocks; bulges separate, but starboard side has the secondary bulge moulded to the fuselage half, thus making it separate when the two bulges merge on their top edge, plus the small air scoop for the compressor is moulded on the main bulge when it is in the region between the two really; supercharger intake is two-piece with a separate dust filter, but overall detail/fineness is poor on both elements, plus the 'wedge' inset brackets for the latter are way over-scale; profile of the standard tail is a little off, with the rudder too wide and the top, then lacking the correct steep angle of the trailing edge, resulting in a unit that just looks wrong; trim tab missing from base of standard rudder, plus fabric effect is generic scallops that don't match the ribs and webs underneath; tail light moulded solid with tail unit; oval panel on port side of the rear fuselage/tail is set too low down the fuselage, whilst the round one on the starboard side is too small in diameter; separate D/F loop for dorsal spine, although its very thickly moulded.

Tailplanes: Span slightly too great and this is caused by the leading edge tip profile, with is too square; elevators correct shape, but the fabric effect only depicts four ribs, which is too



Hasegawa AP119

few; trim tab is too long (inner 1/2 needs to be removed).

Engine: None supplied.

Propeller: Spinner is correct diameter and profile is not bad, although some may feel it should be more bulbous, in this scale, its hard to tell though; separate propeller blades with good profile, but you only get one style (G-14 therefore lacks the very wide blade option); cannon port in centre of spinner is only in semi-relief.

Interior: Generic and inaccurate floor/bulkhead/seat unit with rudder pedals moulded in situ; separate control column, instrument panel has decal for details; no gunsight.

Detail: The kit includes 300lt drop tank



Hasegawa 00707

and centreline rack, which is set exactly on the centreline, when it should be offset slightly to port), MG 151 cannon gondolas with separate barrels, the former element came sometimes suffer from shrinkage; mounts for gondolas are also moulded to the underside of the wings, so these have to be cut off for the G-14 kit.

Canopy: Both standard and Erla Haube on the sprue in both G-6 and G-14 kits; single-piece moulding for each; correct in overall shape/dimensions; external glass on widescreen seems a little shallow; Galland armour for Erla Haube has the upper half in clear, but is depicted attached to the rear canopy sill, not the inside of the canopy.

Decals: For the era the decals were superb, being Hasegawa's usual fair so they had good register and colour density with only limited carrier film. Over time these decals can suffering in storage, so nowadays they can often have broken up on the backing paper rendering them useless. A full set of airframe stencils was included on the sheet and on the far right of some sheet are the swastikas, so these could be cut off by the importers in those countries where the Nazi symbol is banned. The decal options on the four examples were



Hasegawa AP173

have are as follows:

- **#AP17** Bf 109G-6: 'Yellow 1', flown by Oblt Erich Hartmann, 9./JG52; 'Black <<', flown by Hptm. Gerhard Barkhorn, II./JG52; 'red 13', flown by Obfw. Heinrich Bartels, 11./JG27
- **#AP18** Bf 109G-14: 'White 21' of an unknown unit; 'Yellow 20 of III./JG7; 'Black <<' flown by Oblt Erich Hartmann, I./JG53 in winter applied white distemper
- **#AP107** Bf 109G-6 'Finnish Air Force': MT-452, flown by Sgt E. Aromaa, HLElv 31, Utii AB, June 1948; MT-402 of HLElv 33, Utti AB, summer 1949; MT-451, flown by Staff Sgt E. Lyly, I/HLElv 34, Taipalsaari, July 1944; the symbols on this sheet, although no showing the crooked-cross of the Nazi regime, have nonetheless been offered as plain blue crosses or, with the full symbols on the far right so that they can be moved – Political Correctness gone overboard
- **#AP119** 'White 7' of 4th Staffel, II./JG52; 'Yellow 16' of 9./JG77
- **#AP173** Bf 109G-6, 'White 1', flown by Oblt Erich Hartmann, 7./JG52; 'Black <<', flown by Oblt Erich Hartmann, I./JG53

Verdict: *In their day these were THE kits of the type in the scale, but our hobby has come a long way in 20 years and today they are a little too basic and there are far better options out there, so considering they are still rarely seen that cheap outside of their homeland, it is amazing to say that they can probably now be consigned to the 'old' category (never thought I would write that of a new-era Hasegawa kit!)*

HobbyBoss, China

Bf 109G-series

HobbyBoss released four versions of the G-series in their 'Easy Assembly' range from 2007 as follows Bf 109G-2 (#80223), Bf 109G-2/Trop (#80224), Bf 109G-6 Early (#80225) and Bf 109G-6 Late (#80226). We have all of them here for assessment.

Plastic: All come in a light grey-coloured; recessed panel lines; no rivets.

Wing: This is moulded as one piece with a partial lower section of the fuselage; most panel lines match published plans (double ones on wing tips are wrong); pitot is moulded with the wing; tip lights are moulded with the wing and have a pronounced raised outline; the bulges on the upper wings are a little too big; wheel wells have raised details in the roof section, but the oleo leg regions are just open boxes devoid of detail; radiators lack even the panel lines separating it from the split flap at



HobbyBoss 80224



HobbyBoss 80225



HobbyBoss 80226



HobbyBoss 80227

the rear; radiators lack the front section, this is moulded missing, resulting in a step with odd walls at each side; oleo legs are 1-1.5mm too long; main wheels offered in three styles, one with spoke hubs, two with plain hubs (one with a hole in the middle, the other with a raised boss in the middle); tyres all feature cross-ply tread pattern; standard retractable tailwheel or short fixed one on sprues; no separate balance weights for the ailerons; G-10 has two wings, one with the standard small bulges and the other with the long rectangular ones.

Fuselage: This is moulded as one piece (semi-solid); overall length is correct; panel lines and access hatches etc. match scale plans; twin scoops on front cowls are level for all versions; gun troughs are shallow and lack any ports or gun barrels; standard supercharger intake and one with a dust filter moulded to it are included, the former is correct size but has a ridge around it where the front 'tube' meets the curved rear fairing, whilst the dust filter is very basic in detail and is too short; the G-6 (Late) and G-10 use a larger supercharger unit; tail fin and rudder profile good; G-10 features a tall tail with single standard and twin fixed trim tabs; rib/web details on rudder are depicted with over-large raised lines; small blisters either side of tail under the tailplanes are too large; standard retractable and long tailwheels are included on all kits, although the latter is not used, it could potentially be with the G-10; no holes for the lifting bar either side of the rear fuselage; D/F loop separate; aerial mast moulded with the clear canopy; G-6 cowl bulges are separate, the one on the starboard side having the secondary one for the compressor and the intake scoop for it; separate oil cooler under the cowlings (same

style for G-6 and G-10); G-10 forward cowl features the refined cowl contours and no bulges.

Tailplanes: Correct length, but the front profile is slightly too shallow and the whole things is slightly too wide; rib details on the elevators are via rather pronounced raised lines; no trim tabs.

Engine: None supplied.

Propeller: Separate spinner, backplate and propeller; spinner is of correct diameter, but is too tapered and lacking the bulbous nature of the rear thing; cannon tube is quite pronounced but it really hollow; propeller of correct diameter with good blade profile.

Interior: Moulded in situ this comprises a bulge for the cannon breech cover, control column and an accurate seat pan with back panels part of the rear bulkhead; no instrument panel; no sidewall details; no gunsight.

Detail: 300lt drop tank; ETC rack that is quite basic in shape and detail; MG 151 cannon gondolas.

Canopy: Single or three-part versions for the G-16 and single of two-piece Erla Haube for the G-10; aerial mast moulded with the rear section in each case.

Decals: These are very nice in each kit, being glossy with limited carrier, they can be a bit bright though; sheets only include main markings, no stencils and swastikas are split in two; the decal options in each kit is as follows:

- #80224 'White <<<4', JG 27, North Africa, 1943; 'Yellow 13', III./JG53, Tunisia, 1943
- #80225 'White 11', VII./JG3, Germany, 1944; 'White 9', JGr.50, Germany
- #80226 'White 7', IV./JG51, Yugoslavia, 1943; V8-71 of the Hungarian Air Force,

1944

- #80227 'Red 22', Germany, 1945; 'Black 4' of the Croatian Air Force; none of these options are identified by unit or exact location

Verdict: These are great kits, fun to build and really easy. They are a good way of unwinding from the overly complex nature of the modern hobby. OK, so the detail is limited, but the overall shapes are not bad and the asking price means that they won't be making a big hole in your pocket. The whole range is aimed at the very occasional model maker, and in that HobbyBoss are to be congratulated – only Zvezda have shown you how to approach this 'easy assembly' methodology and still get an accurate and detailed model.

Italeri, Italy

Bf 109F-2/F-4

Italeri released this kit (#053) in 1995 and it has been in the catalogue off and on ever since, as we write this though it is no longer within their range.

Plastic: All come in a light grey-coloured; recessed panel lines; no rivets.

Wing: Correct span; wings tips are too pointed; tip lights moulded solid with wings; panel lines match plans; leading edge slats are too deep; split flaps, mid-flap and ailerons all correct length, but all are too deep; ailerons feature a generic set of 'scallops' to reproduce the fabric effect; separate mass balance weights for the ailerons have the locating holes within the 'fabric' effect, as the forward region of each aileron lacks the demarcation in this region to denote the alloy leading edge; aileron trim tab correct location and length, but a bit too deep; upper wing halves feature gun barrels moulded into the leading edges; separate bulges for the wing underside (as per the MG FF) are included and listed as being for 'Option A', which is incorrect; detail on the wing



Italeri 053

underside is more inline with published plans; wheel wells are the correct position and they are round; no interior detail to the wheel wells other than a generic 'cross-hatch' effect inside the upper wing halves; oleo legs are generic in detail but do feature the compression linkage; main wheels are spoked with engraved tread pattern, the hub detail is simplified while the tyres are square-sided; radiators are moulded with the lower wing half and are simplified in overall shape, too shallow and the gap between radiator and split flap is not there.

Fuselage: Moulded with the upper engine cowlings and tail sections separate; overall length and cross-sections good, panel lines and access panels all match most plans; access panels all lack any other detail than their outline, no catches etc.; separate cowlings have

gun troughs moulded in situ with gun barrels too long and equal, not staggered; access panel details on side panels do not match plans or period photographs; exhaust stacks moulded with fuselage halves and just basic wedges; separate shields for above exhaust stacks on both sides; separate two-part supercharger intake, but it is too small, too skinny with a steeply angled rear to the fairing; separate oil cooler under the nose, offered in two sizes; tail separate, with reinforcing plates as raised detail, but the profile of the vertical fin is the wrong angle at the leading edge and the unit is too deep; rudder separate but error with vertical fin means it is set too far aft, fabric effect view raised ribs and webs, no trim tab or rear formation light; separate long aerial mast

Tailplanes: Slightly too long although overall profile is good; elevators moulded in situ; hinge line too pronounced in this scale; fabric effect on elevators effective; trim tab is too wide and too long.

Engine: None supplied.

Propeller: Separate spinner of correct diameter but not quite bulbous enough; cannon port in the front is actually a hole, not just an indentation, but there is no pipe through the hub inside; separate propeller blades that are the correct length and have a good profile.

Interior: Basic floor/bulkhead unit with a simple block for the cannon breech cover and wedges for the rudder pedals; details moulded into the sidewalls, this includes the trim wheel; separate control column; separate seat although this is of a style only applicable to the very early variants; separate instrument panel with moulded details and a decal; no gunsight

Detail: 300lt drop tank; ETC rack; 250kg bomb.

Canopy: Three piece; two styles of windscreen with or without external armour; head armour depicted with the top section at 90° to the upright.

Decals: These are printed with good colour and register, but they are very matt, which is visible in certain areas; full stencils; no swastikas; the decal options in the kit are as follows: 'Black <' of JG 26, France, December 1941; 'Red 4', JG27, North Africa, September 1942; 'Yellow 1', JG2, France, June 1942; 'Red 1', 10./JG2, France, 1942.

Verdict: *The wing mounted armament is an odd error, more in keeping with one of Galland's specials, but the kit does not include that option. The inclusion of the parts goes mean that with a bit some suitable decals etc. you could of course therefore built that machine of course. Overall though the kit is lacking in detail and there are quite a few things to put right, put if you are working to a budget it may well be worth the time invested in it.*

Italeri, Italy

Bf 109G-6

This version was released by Italeri in 1996 and has remained available off and on ever since, having been reissued the last time in 2016. This kit is basically the F-2/F-4 (#053) version, so all we will cover here are those parts that are different in this version.

Wing: MG FF ammunition bulges in F-2/F-4 kit have been replaced with the small bulges for the upper wing surface; the wing needs to



Italeri 063

be drilled through a part-flashed over hole to fit these bulges; the tailwheel is replaced with a short (fixed) version.

Fuselage: The two engine cowl have been replaced with a set that have the bulges moulded into them; the bulge on the starboard side lacks the secondary bulge of the compressor or the small intake scoop; retractable tailwheel of the F-2/F-4 replaced with a short fixed version; the spoked hubs main wheels of the F-2/F-4 have been replaced with plain hub version, but these have grossly over-scale bolts around the circumference.

Interior: All that has changed here is the style of head armour for the canopy, which is shorted in this kit; separate short aerial mast.

Detail: The drop tank of the F-2/F-4 has been replaced with MG 151 cannon gondolas, which lack the spent shell ejector port in one side.

Canopy: Lacks the windscreen option without the external armoured glass.

Decals: Once again these are the usual sort, with good colour and registration but with matt carrier film that is evident in certain regions; full airframe stencils included; no decals; the following options are included: 'White 9', 7./JG27, Greece, 1944; 'Black 29', Jagdfliegerschule, Pilsen, 1945; MT-452, HLeLv 31, Finnish Air Force, 1948; unmarked machine used by the Swiss Air Force in 1944.

Verdict: *As with the F-series, this is a good basic kit that with a bit of work could make a reasonable kit. The inaccuracies and lack of detail in certain areas probably rules it out for most modellers though.*

MPM, Czech Republic

Bf 109G-12

This kit was first released by MPM in 1997 as #72031, then in 1999 it was reissued as an 'Upgraded' kit with the addition of a resin cockpit interior as #72127 and it is the latter version that we have here for assessment. The airframe depicted lack the bulges on the nose, nor the refined bulges, so it does not depict a G-12 made by converting a G-6 or G-6/AS, it depicts one made from a G-2 or G-4.

Plastic: Very light grey-coloured; recessed panel lines; no rivets; detail is 'soft' throughout due to moulding limitations.

Wing: These are moulded in one piece; span correct; trailing edge of tip may be a little too sharp; split flaps, mid-flaps and ailerons all correct size; ailerons feature slightly raised detail for ribs and webs; trim tab correct size and location; wing tip lights moulded solid with wing; upper wing surface has small bulges (so this must be a G-4 upgraded, or a G-2

that was updated to G-4 standard), these bulges are a little too big and soft in definition; wheel wells are correct size and location; moulding means that the wheel wells have a limited depth, but do feature detail in the mail region; no detail in the oleo section of the wheel well (just an open box); oleo legs have separate compression links in etched brass; original release had wheels with plain hubs and cross-ply tread tyres; Upgraded kit had these replaced in resin with much better detail; radiators separate with etched brass for interior; separate mass balance weights; pitot shown in painting guide, but not included on sprue.

Fuselage: Length correct; cross-section good along its entire length; panel lines match plans; there are some odd 'ghosts' of access panel at certain points that may or may not become visible once the plastic is painted; twin (in line) air scoops on cowl sides; another teardrop-shaped bulge on the starboard side that does not correspond with plans; separate oil cooler, although this lacks anything inside; vertical fin shape good; rudder is separate, correct shape; ribs portrayed as raised lines; exhaust stacks separate, but these are just basic wedges; exhausts in the Upgraded kit were replaced with superior versions in resin; upper gun troughs as separate insert, depicted with staggered gun barrels; supercharger split into two parts, overall length good, but the profile is a little skinny; fixed tailwheel with good detail, although limited by moulding restrictions and resulting flash.



MPM 72127

Tailplanes: Span correct but they are a little too wide; fabric effect on elevators is again via subtle raised ribs and webs; trim tab too long; hinge line lacks definition.

Engine: None supplied.

Propeller: Separate spinner, backplate and blades; spinner correct diameter and side profile is good; cannon tube in centre is just a raised area; blade diameter correct; blade profile at tip a little too broad.

Interior: In the original release (parts still on the sprue), this was a basic floor, two standard (bucket) seats and control columns in plastic, with the seat belts, rudder pedals, trim wheels and instrument panels in etched brass (the latter with an acetate film for the dials etc.); in the Upgraded version this was replaced with a new floor/rear bulkhead with moulded detail on the former, two seat bases and the back sections moulded as rails on the separate bulkheads, a front bulkhead, detailed sidewalls and the control columns; all the etched from the original set was designed to fit into the new

resin interior.

Detail: 300lt drop tank with rack, oddly the retaining strap for the former is not included on the etched fret.

Canopy: One-piece vac-formed plastic and no spare included; aerial mast supplied as an etched component.

Decals: Decals sheet is well printed with good colour and register; limited carrier film in certain regions, although it is slightly satin, not gloss; full set of airframe stencils; swastikas split horizontally in half; both versions of the kit had the same decal options as follows: 'Black 514' and 'Yellow 242', neither of which are identified by unit or location on the instructions.

Verdict: *In its day this was an easier way of building the G-12 without having to combine a standard kit with a resin and vac-formed conversion. Today it shows its age, as limited-run technology has come a long way in 20+ years. Today it is therefore really only a curio, or a source of the excellent interior, etched and vac-formed canopy to convert a mainstream G-series airframe.*

MPM, Czech Republic

Bf 109H-1

This kit was first released by MPM in 1996 as #72069, then in 2000 it was reissued as an 'Upgraded' kit with the addition of a resin cockpit interior, wheels etc. as #72136; it is the former version that we have here for assessment.

Plastic: All come in a light grey-coloured; recessed panel lines; no rivets; moulding limitations means that the both moulded and engraved details are soft in definition.

Wing: Moulded as a lower centre section with separate outer panels that also include the inboard sections of the upper wing area; span correct; a little too tapered at the tips; bulges on upper surface are too big and more of a teardrop shape; aileron and flap arrangement match some plans, but these details are hard to confirm from period records; ailerons lack any surface detail or trim tabs; wheel wells lack depth due to moulding process, do have some detail in roof area though; outboard of wings are long bulges relating to cannon armament, but suspect these should be the small bulges on the leading edge as per the wing armament intended for things like the K-series; cannon barrels have to be supplied by the builder; radiators are separate with etched interior detail; undercarriage legs, wheels and doors are all plastic, compression linkage in etched brass; wheel detail not bad, but lacks definition and suffers from flash; suspect these wheels were replaced with resin ones in the Upgraded version.

Fuselage: Correct length; cross-sections good; tall tail correct in shape/size; separate rudder with inset trim tab; long tailwheel leg, with bat doors engraved as these only opened and closed during retraction; separate oil cooler with etched interior; two-part supercharger intake, which is a bit too steep on the rear fairing; separate exhausts but these are just basic wedges; Upgraded version may have had these in resin; bulges on upper cowls have secondary smaller bulge for the compressor on the starboard side, but lack the air scoop in that region; two in-line air scoops on either

side of the front cowls.

Tailplanes: Span correct but they are a little too wide; fabric effect on elevators is again via subtle raised ribs and webs; trim tab too long; hinge line lacks definition; note that some sources and scale plans show the H with extended tailplanes, those in this kit are standard one.

Engine: None supplied.



MPM 72069

Propeller: Separate spinner, backplate and blades; spinner correct diameter and side profile is good; cannon tube in centre is just a raised area; blade diameter correct; blade profile at tip a little too broad.

Interior: Comprises floor/bulkhead unit, bucket-style set, control column and sidewalls in plastic with seat belts, rudder pedals and trim wheel in etched; instrument panel either as plain plastic or a combination of etched and acetate film; assume in the Upgraded version the main region was replaced in resin, still combining the etched details from the original kit; no gunsight.

Detail: No drop tank or ordnance is offered.

Canopy: One-piece vac-formed plastic. for both standard and Erla Haybe; no spare provided for either; aerial mast supplied as an etched component; head armour is solid plastic for both versions (same armour).

Decals: These were printed by Propagteam and have good colour and register; carrier film visible and things like the crosses and codes are combined as one decal; carrier is satin; no airframe stencils; swastikas split diagonally in two; kit only offers one option, PV+VB, but that is the V54, which used the DB628 engine with various other modifications from the basic G-5 airframe.

Verdict: *The H-series has always fascinated Luftwaffe modellers and in its day this was a better option than a vac-form or the Pegasus kit. Today though the kit has been surpassed by the series of H variant kits produced by AZ Model, so it is probably only now of interest to the collector.*

Revell, Germany

Bf 109G-10

This New tooling was first released as #04107 in 1996, but was later renumbered as #04160 without any changes to the contents. It has also been issued along with the ex-Italeri Me 410, ex-Monogram Bf 110E and their Me 262A kit as the 'Messerschmitt 100 Years' set (#05745) in 1998, which as well as the kits included paints, glue and a

poster. It was then combined with their new Spitfire Mk V kit in the 'Combat Series set' (#04152) in 2000 and was last issued in the 'Historic German Aircraft' (#05714) in 2011, which also included the He 177 and Fw 190A kits. We will look at both the standard Revell issue of this kit here plus the one released under the Pro-Modeler brand in the USA, as they are same base moulds.

Plastic: All come in a medium grey-coloured; recessed panel lines; no rivets.

Wing: Span is slightly over, but so marginal as not to be worth worrying about; tip profile is too pointed; tip lights moulded with wing halves; extra panel line out towards the tip that is common in many kits; panel/hinge lines of split flaps/mid-flaps/aileron correct proportions, but the kink at the hinge line for the latter two is not there, the hinge line is a straight one; ailerons lack any form of detail for the ribs etc., while underneath they have two small blisters on either end, link linkage; ailerons lack any trim tabs; radiators moulded with lower wing half, so lack the hinge line between it and the split flap; no interior detail inside the radiators other than a blank upright; ETC centreline rack is moulded in situ, so you can only make a G-10/R1 from the kit (can't just be cut off, as the detail underneath would not be there); upper wing long rectangular bulges are separate, with two flashed-over holes to open up in the upper wing halves; undercarriage bays are the correct size and location, with the oleo leg region blocked in (w/o the oval holes), the main bays lack more than three raised lines as detail in the roof; aileron counter balance weights are separate; separate pitot tube; separate FuG 16ZY, but this is depicted as a tapered rod, is installed vertical and does not have the 'wire' tip; main wheels depicted with plain hubs that have good engraved details; tyres are shown with smooth tread; fixed short tailwheel; the longer unit often used on the G-10 is not offered.



Revell 04160

Fuselage: Correct length; upper decking is a little skinny aft of the cockpit; vertical fin for tall tail, but the cut-out for the balance weight is just moulded as an engraved line; rudder separate, lacking the balance weight because of the previous comments about the vertical fin; trim tab with two fixed tabs are correctly depicted on the rudder trailing edge; the main trim tab licks the linkage on the starboard side; bulges on the lower front of the cowling are included as separate parts; air scoops on either side of the nose are level, when the front one should be higher; separate supercharger of correct shape, but it is solid at the front; separate exhausts but these are basic wedges; exhaust shields moulded with each



Revell 04152

fuselage half; D/F loop separate on dorsal spine with baseplate moulded to fuselage, as some machines deleted the former but retained the latter; head armour in cockpit is moulded to fuselage halves (and thus split vertically).

Tailplanes: About 1mm too long, elevators lack any detail; trim tab is too far outboard due to oversize nature of unit.

Engine: None supplied.

Propeller: Spinner is the correct diameter, but the side profile is too subtle and lacks the bulbous nature of the real thing; cannon port is semi-relief; propeller as one unit moulded to backplate; each blade is about 1mm short; tip profile is also too tapered.

Interior: Combined floor/rear bulkhead with rudder pedals as moulded wedges and raised outline of oval kick-plates on the floor; cannon breech cover is just a block with the curved front; separate control column; pilot's seat is the older version with a back etc., instead of the two-part unit with the back elements built onto the rear bulkhead; seat belts supplied as decals; separate instrument panel, but it is supported on side posts and has raised details but there is no corresponding decals to go over it.



Revell-Monogram Pro-Mod 85-5940

Detail: 300lt drop tank for moulded-on ETC rack mentioned previously.

Canopy: One-piece Erla Haube, which is too slab-sided; head armour that should be moulded inside is moulded with each fuselage half and is solid, which was rare with this type of canopy.

Decals: The Revell examples had the usual quality decals although the carrier looked a little 'milky'; full set of airframe stencils and RVD bands; no swastikas; the decal options in each kit are as follows:

- #04107 & 04160: 'White 4', II./JG7, Northern Germany, end of 1944; 'Red 22', IV./JG27, Berlin, early 1945
- #04152: 'Red 4', II./JG77, Werl, February 1945

The sheet with the Pro-Modeler example

had good colour and register, but the carrier was slightly misty; over time these decals are notorious for cracking up (as the case with our example); fuselage bands, spinner spirals, airframe stencils and the swastikas are all included; the decal options in this kit are as follows:

- #85-5940 'White 3', flown by Lt Heinz Ewald, 7./JG52, Hungary, January 1945; 'Black 10', 14./JG5, Norway, early 1945

Verdict: *Although a nice piece of plastic when released, this kit is far too basic and lacks too much surface detail etc. to be considered as anything other than a curio or collectable nowadays.*

Smer, Czech Republic

Bf 109G-14 (#0861)

Smer have released various kits from other manufacturers over the years, the F-4 (#0859) kit they did in 1998 was the Heller example, but the G-6 (#0861) and this G-14 originate from InTech, so all the below overall comments can be applied to that manufacturer as well.

Plastic: Light grey-coloured plastic with engraved panel lines etc., no rivets.

Wing: Single lower piece out to tip joint, plus two upper halves; span and chord correct; small bulges on upper surfaces separate but too small overall; two pins moulded to each side of the lower wing half, which we suspect are to mount cannon gondolas, but these are noted to be cut off for this version; split flaps, landing flaps and ailerons moulded with upper wing halves; aileron fabric effect via raised ribs, too few and wrong location, plus no webs; split flap/landing flap has correct kink at hinge line; separate aileron mass balance weights; wheel wells look elongated, but may just be fractionally too narrow; undercarriage doors have the wrong profile to the lower (ground) edge; oleo legs correct length, moulded with compression links; main wheels correct diameter, cross-ply tread pattern tyres and plain hub with raised valve cover etc.

Fuselage: Moulded up to the transit break forward of the tail; sprues contain a standard and tall tail option (latter used here); overall length good; panel lines match plans; some access panels missing, other very feint, radio hatch wrong size/shape and location; cockpit opening too short; the port fuselage side has an odd raised portion below the aft cockpit region, that looks like it is caused by some form of mould damage or mis-alignment; tall tail is a little short, the angle of the leading edge of the vertical fin is a little too steep and the rudder is slightly too broad as a result; rudder devoid of any trim tabs; D/F loop base moulded with fuselage halves; upper cowl



Smer 0861

section separate, gun troughs good size/shape, gun barrels moulded in situ and level; two-part supercharger intake, overall length good, but the angle of the rear part of the fairing is too steep, making this region a bit skinny; oil cooler moulded in situ and is too deep at the front (no interior detail); exhausts and shields separate, former are just basic wedges; cowl bulges separate, too small overall; starboard side lacks the secondary compressor bulge and small intake scoop; separate (fixed) tailwheel with canvas cover at base, but the unit lacks detail and the wheel is too small.

Tailplanes: Span slightly over; trailing edge is at too steep an angle, so the inboard half of the rudder is too wide; angle of elevator tip inner hinge line is too shallow and starts too late, so this region is too small; fabric effect on rudder via raised ribs, but there are too few and there are no webs etc.; no trim tabs on elevators.

Engine: None supplied.

Propeller: Separate backplate, spinner and individual blades; spinner diameter correct, profile is too pointed; blades correct length profile not bad, but the leading edge looks too straight; cannon tube just a raised area (too small).

Interior: Moulded unit as one, combining floor, bulkhead, seat pan, rudder pedals (wedges) and cannon breech cover (simple block), detail is limited and a bit 'soft'; separate control column, too short with too large a canvas cover at base; no sidewall detail; no instrument panel; no gunsight.

Detail: No drop tank, ordnance of cannon gondolas, although the latter items are on the sprues.

Canopy: As the cockpit aperture is too short, this means the rear angle of the Erla Haube is too shallow and the whole canopy also too short; upper pane above the windscreen is curved, when it should be flat; frames are very feint; no ventilation scoops.

Decals: These were printed by Propagteam, so they have good colour and register, but they could be fragile as is often the case from that manufacturer; good set of airframe stencils; yellow fuselage band and white spinner spiral supplied as decals; swastikas split in two; the option in the kit is as follows: 'White 7', flown by Lt 'Ossie' Romm, 4./JG3, Nemecko, 1944.

Verdict: *Not a bad attempt, but the nature of the tooling type, which is between limited-run and mainstream, means that the detail is limited and the way in which such things as engraved lines are done is less than precise at times. Overall it is a simple kit to construct, but we suspect it is not going to find much favour with those making a serious collection of late-series Bf 109s due to the number of errors and deficiencies.*

Zvezda, Russia

Bf 109F-2

Zvezda broke the mould a bit here, as when released in 2012 this kit was a real eye-opener because it was snap-together. Most people immediately wrote it off as a 'toy', but those that actually built it were pleasantly surprised at not only how well it built, but how detailed it was.

Plastic: Light grey-coloured; recessed panel lines and rivets; raised ribs etc.



Zvezda 7302

Wing: This is one-piece across the top, including the cockpit floor region, then about 2/3rd span underneath; overall span correct and profile good; tip lights moulded with wing and they are a bit too big; apart from the flap/aileron, slat and wing tip lines there are no other panel lines on the upper surfaces; split flaps moulded in situ; split flap/mid-flap/aileron hinge line is the correct 'stepped' arrangement; ailerons just have soft raised ribs to represent structure; aileron trim tab in the correct location and of the right size; underside of wing has all the panel lines and access panels as per most commercial scale plans; undercarriage bays correct size and location; oleo leg recess in wheel well has oval holes in it in partial relief; inner roof of the wheel wells is mounted into the upper wing half; undercarriage comes with option of wheels up or down, the doors for each are the correct size and shape; oleo legs are commendably thin with the compression links moulded in situ; main wheels have spoked hubs and finely engraved cross-wise tread pattern on the tyres; radiators are separate, the correct shape with deep recesses moulded into the lower wing insert into which they fit; no details within the radiators.

Fuselage: This has the front cowl ring separate, to lock the two halves together; overall length is spot on; tail profile is excellent; rudder features partial raised (soft) lines for the fabric effect; trim tab is moulded within the trailing edge line on the upper section, when it should jut out for its entirety; reinforcing plates on the rear fuselage are finely moulded raised detail; all the panel lines and access panels match most commercially-produced scale plans; the gun troughs are separate parts that snap into place, which is impressive as the real things were inserts (usually steel), so the result is quite effective; the tailwheel is well moulded with good hub and tyre detail, plus it can be swung up inside if you go with the wheels-up option and the tailwheel recess is moulded inside the fuselage halves (no see-inside effect); the supercharger intake is separate and although not bad in overall shape is a little skinny, it is also solid at the front; the exhausts a cleverly moulded do they can be added once the fuselage halves are joined, whereupon they interlock with each other inside; the plates above each exhaust is moulded in situ, but lacks the turn-down on the sides.

Tailplanes: Correct span and profile; the hinge region between the tailplane and elevator is actually moulded with a fine gap (lovely); panel lines and rivet detail all match scale plans; trim tab correct location and size; fabric effect on elevators via soft raised lines that are

quite effective.

Engine: None supplied.

Propeller: This builds up around the front section of the fuselage previously mentioned; the propeller is a single piece and the diameter and blade profile are spot on; spinner is the correct diameter and has the correct bulbous nature, but it is a little short in profile; cannon port in spinner is nicely moulded in deep relief.

Interior: The floor section is moulded to the upper wing half, but it has superb detail with the oval kick-plates and other fine detail and even the rudder pedals are most convincing even though they too are moulded in situ; the selector box, trim wheel and control column are separate, the trim wheel though is just a solid round item; either an instrument panel with raised moulded detail or one that uses a decal are provided; the front bulkhead includes a representation of the cannon breech cover; the pilot's seat is correctly depicted with the simple base and the 'back' moulded with the rear bulkhead; the rear bulkhead has the curved style of head armour as a separate part; a three-piece pilot figure is included and is very nicely moulded; no gunsight is provided on the clear sprue.

Detail: There is no drop tank nor any other under-wing ordnance option with this kit.

Canopy: This is a one-piece unit with fine engraved framework; the aerial mast is a separate part that locks into the top.

Decals: These are probably the only let-down as Zvezda decals have always been very matt with a yellow-ish carrier film and slightly brittle; the sheet includes full airframe stencils and the instrument panel; no swastikas are included; the decal options in this kit are as follows: 'Black <<|' flown by Hptm. Hans Philipp, Stab I./JG54, Russia, March 1942; 'Black 7', of 15(Span)/JG51 on the Eastern Front in June 1942.

Verdict: *I have to say it, this is a really nice kit and having built their Yak-3, I know that it will build well from the box. The Fine Molds F-series will probably remain the choice for 'real' modellers, but this one has a lot to offer and in many ways is a better option in this scale.*

1/48th Scale

Academy, Korea

Bf 109K (#12228)

This is the ex-Hobbycraft kit, just with revised packaging and decals, so all our comments on the Hobbycraft example apply here also, other than the items mentioned below.

Plastic: Light grey-coloured plastic with engraved panel lines and other detail, no rivets.



Academy 12228

Detail: A metal pitot tube and the tips of the MG 131s in the cowl are included to replace the plastic components in the kit.

Decals: Printed by Cartograf; perfect register and only limited excess carrier film (which is glossy); full set of airframe stencils; swastikas split in two: only one option and that is 'Black 4', which is not identified in any other way in the instructions.

Verdict: *The Hobbycraft kit is sound, if a bit basic, so this kit with the extra parts will be just as useful for those building to a budget, or for those who just can't get hold of the Hasegawa example.*

Airfix, UK

Bf 109F

This kit was announced in 1977 (#04101-4) but was not actually released until late 1979/early 1980. It was renumbered as #04101 in 1983, reissued in 1988 as #04101 and again in with the same number in 1997 and finally reissued in 2008 as #A04101. The kit also appeared as a Dogfight Double set with the Spitfire Mk Vb, initially as an exclusive with ModelZone in the UK (#A50014) in mid-2011, then it was added to the main Airfix catalogue with the same number for early 2012. We have #04101 from 1997 here, but all the releases are the same main tooling, just with different decals.

Plastic: Light grey-coloured; raised panel lines and other details; no rivets.



Airfix 04101

Wings: Split upper and lower halves on both sides, with area under the fuselage moulded with the fuselage halves; span correct, profile correct; a couple of panel lines missing; filler caps on port upper wing present; ailerons, landing flaps and split flaps moulded with the wing halves, proportions and hinge lines correct; fabric effect on ailerons via ribs and webs in 'soft' raised detail; separate aileron mass balance weights; separate pitot tube; wing tip lights moulded with wing halves; wheel well position and size good; no inner structure within the wheel well, nor anything in the roof of the main bay; oleo legs with compression linkage moulded in place; wheels correct diameter with good spoke detail in hubs; tyres with cross-ply tread pattern; option to have wheels up or down, doors for latter have detail inside.

Fuselage: About 1mm short, all in the final front cowl ring; overall cross-sections good; panel lines match scale plans; most access hatches etc. also match scale plans; moulded detail inside cockpit area results in shrink marks on outside; exhausts and shields moulded in situ, the latter are just basic wedges; reinforcing plates on rear fuselage as

raised detail; rudder ribs and webs denoted via 'soft' raised detail to depict fabric covering; rudder trim tab not discernible: separate two-part supercharger intake, which is too long, too thin and the rear fairing projects too steeply back; tropical filter element supplied as separate parts, front cam doors moulded open (overall detail poor); separate retractable tailwheel, hub lacks any detail and bay is open into the fuselage interior; bulges over spar bolts on fuselage underside moulded separately.

Tailplanes: Span correct, a little too wide though; panel line towards tip of tailplane missing; elevator hinge line a little shallow and 'soft'; rib and webs moulded into elevators to depict fabric covering; trim tab correct size/location.

Engine: None supplied.

Propeller: Separate back-plate, spinner and propeller; diameter correct; spinner is a little too pointed in profile; cannon tube is solid raised area; separate propeller blades correct length, profile is a little off compared with plans (narrow at base and wide at tips).

Interior: Floor/front bulkhead with rudder pedals as moulded wedges and oval kick-plates on floor; seat depicted as bucket-style, that only applies to early production machines; rear bulkhead lacks seat sides; cannon breech cover depicted as projecting tube with domed end; three-part pilot figure; separate control column; all other detail moulded into fuselage sides; solid head armour with curved top and leather pad, like an E-series; separate gunsight in clear plastic.

Detail: Two-part 300lt drop tank; separate but very basic ETC rack.

Canopy: One-piece; overall length and shape good; features raised main framework with the side panels depicted via a raised line on the inside; odd circular marks inside the canopy at the top front and rear, mainly hidden by frames; separate aerial mast.

Decals: These all tended to be the usual form from Airfix, being well printed with good colour and register; each image was not a bright glossy finish and the carrier film was limited; stencils included for the airframe, plus one for the instrument panel; no swastikas were included; the decal options in the example we have are as follows: 'White 6' of JG54, Munsuvaara, Finland, 1942; 'Black <|' of JG27, Martuba, North Africa, 1942.

Verdict: This is an old kit now, surpassed by those produced in the 1990s onwards, so it really only has a place with those doing a bit of nostalgia or those of you who just love all things Airfix.

Fujimi, Japan

Bf 109G-series

Fujimi started to produce the G-series in 1994 and continued to release them throughout that year and into 1995. The version released are as follows: Bf 109G-6 'Millepux' (#48002/J-1), Bf 109G-14/AS 'Peterle' (#48003/J-3), Bf 109G-6 'Super Ace Hartman' (#48004), Bf 109G-10 'Reich Defence' (#48005/J-4), Bf 109G-6 'Bomber Killer' (#48006), Bf 109G-6-AS 'Special Escort' (#48007), Bf 109G-6 'Tropical Pik-As' (#48010), Bf 109G-6 'Swiss Gustav' (#48011/J-7), Bf 109G-10/R2 'Photo Recon' (#48012), Bf 109G-14/R1 'Jabo' (#48013) and Bf 109G-5



Fujimi J-1



Fujimi J-7



Fujimi J-3



Fujimi J-4

'Höhenjäger' (#48014). We have #J-1/48002, J-3/48003, J-4/48011 and J-7/48011 here for assessment, as all share common sprues to a greater or lesser extent.

Plastic: Light grey-coloured plastic with engraved panel lines and details, no rivets.

Wing: One-piece lower and two upper wing halves; overall span correct; wings are a little thin on the trailing edge of the tips; panel lines match most plans, although the line projecting back from the inner edge of the leading edge flaps is missing; filler caps on upper port inner area are too far apart from



Fujimi J-2

each other; separate small wheel bulges in G-6 with holes to accept these already in the wings; later versions have the long rectangular bulges; wheel wells correct size/location; inner (oleo) element of wheel wells boxed in with partial relief oval holes in it; no detail in roof of main wheel well bay; ailerons moulded with wing halves, ribs and webs depicted with thin raised lines; aileron trim tab correct size/location; separate aileron mass balance weights; separate pitot tube, tip lights moulded with wing halves; oblong outlets for cowl gun cartridges just partial relief and too big; holes to mount centreline tank have to be pre-drilled, as only show inside wing half; landing flaps and split flaps separate; leading edge slats separate; radiators have good shape and the front lip is thin, lacks vertical interior bar though; main

wheels correct diameter and with flat hubs, supplied with either smooth or treaded main wheel tyres; oleo legs marginally short; separate compression linkage arms for oleo legs; G-10 etc. have the FuG 16ZY 'Morane mast' antenna under the port wing.

Fuselage: Fujimi designed these with the refined cowlings in mind, so the break for the cowls is not along the usual vertical and horizontal lines of the early cowls, it follows the curved area of the back of the refined cowls, resulting in a joint line that needs to be filled for most versions; oil feed bulges under chin on later versions supplied as separate parts; refined cowls of the later versions also separate with separate (level) gun barrels; fuselage moulded with top of vertical tail and rudder separate; profile of rudder is too wide at the top; rudder rib and web detail via fine raised lines; trim tab at base of rudder is an odd shape; overall length 2mm short (all in the front cowl region); tall tail unit in later versions with inset trim tab lacking linkage on starboard side and upper fixed tab missing, whilst the lower one is the wrong size/shape; panel lines match scale plans; access panels are for all versions, so there are two radio access hatches, two fuel filler covers on the port side and two oval access panels on the starboard (upper) side – these need to be filled depending on version; upper cowl gun barrels separate and staggered; bulges on cowls separate, the starboard one is a plain bulge without the secondary compressor bulge and small intake scoop; separate shields and exhaust stacks, latter not that realistic looking; separate two-part supercharger intake, which is too shallow when view from above; also contains the later (larger) intake, again this is a little 'skinny'; tailwheel supplied as fixed version with canvas cover or the long oleo type for the later versions; separate oil cooler, but it's a bit too deep at the rear (level, when it

should taper off towards the rear in the side view); IFF dipole missing on most machines, although the instructions of some tell the builder to make this from stretched sprue.

Tailplanes: Span and chord correct; panel lines match plans; elevator ribs and webs via thin raised lines, elevator trim tab is too long (some variants have instructions that tell you to shorten them); sprues also contain another set of tailplanes with a raised reinforcing panel that wraps around the leading edge and is longer on one side than the other, we have not come across this feature in any period photos, diagrams or modern scale plans.

Engine: None supplied.

Propeller: Separate backplate, spinner and blades; diameter good; spinner profile is too smoothly pointed; cannon tube hole in centre (fully open); separate blades for early and late series; profile of both sets of blades is at odds with the scale plans we had.

Interior: Floor with rear bulkhead and the seat pan and side moulded in situ along with the kick-plates; separate cannon breech cover, rudder pedals, control column and trim wheel; separate instrument panel with raised detail (with decal); separate gunsight moulded in clear plastic; separate sidewall panels with moulded detail; the box in the bulkhead behind the pilot is missing for some versions and the instructions include a diagram with dimensions so the builder can make this themselves; G-14/As has revised starboard sidewall and instrument panel.



Fujimi P-1

Detail: Two-part 300lt drop tank with ETC rack; WGR.21 tubes; MG 151 gondolas.

Canopy: Three-part for the standard; the lower triangular panel below the windscreen is moulded with the cowl sections and contains ventilation scoops; all framework is via engraved lines; solid head armour with curved top; separate aerial mast; later versions have two-part Erla Haube with head armour supplied with a clear plastic insert and short aerial mast

Decals: The are well printed with perfect register and colour, plus limited (glossy) carrier film; full set of airframe stencils; swastikas on a separate sheet that was only included in those countries that did not ban the symbol; the decal options in the examples we have are as follows:

- **#J-1/48001** Bf 109G-6 'Müllepux': 'Yellow 8', flown by Uffz. Heinz Berg, 9./JG77; 'White 10' flown by Oblt Alfred Grislawski, JGr.50; 'Yellow 6', flown by Fw. Friedrich Ungar, 9./JG54; 'Yellow 1' flown by Oblt

Wilhelm Schilling, 9./JG54

- **#J-7/48011** Bf 109G-6 'Swiss Gustav': J-707, J-701 and J-712 all from Fliegerkompanie 7, Swiss Air Force, 1944-1945; the decals include the red bands with the white crosses for the wings and rudder
- **#J-4/48005** Bf 109G-10 'Reich Defence': 'Yellow 2' of an unknown Industrie-Schutzstaffel, Germany, 1945; 'Black 44', of 2./JG7 found abandoned near Berlin, 1945; 'Yellow 4' of 4./JG300 found abandoned near Berlin, 1945
- **#J-3/48003** Bf 109G-14/AS: 'Black 13', flown by Oblt E. Scheufele, 14./JG4; 'Red 2', flown by Eberhard Gzik, 2./JG300; 'White 13', flown by Uffz. Herbert Maxis, 13./JG53

Verdict: *In their day these were a great leap forward from what had gone before, but they were quickly surpassed by those from Hasegawa. They are not the easiest to build either, so all in all, sadly, these are now 'also rans' in the 1/48th category.*

Fujimi, Japan

Bf 109K-4

This was first released in 1994 as #J-1 (48001) and then as 'Herz As' (48009) later the same year (reissued, same number in 1998) and finally as 'Red Tulip' #Q-5 (270333) in 2003. This kit is basically the same as the G-10 and G-14/AS kits, the only real changes being the cowls, supercharger intake and canopy used. All the really differs there are the decals.

Decals: As with the G-series kits the decals with these include full airframe stencils, RVD bands and swastikas on a separate sheet. The options in the examples we have are as follows:

- **#J-1 (48001)** Bf 109K-4: 'Red 23' of JG27; 'Yellow 8', flown by Lt Walter of 11./JG3; 'Yellow 4', flown by Fw. AStrebel, 11./JG3, March 1945; 'Yellow 1' flown by Uffz. Martin Deskau, 11./JG3, March 1945
- **#48009** Bf 109K-4 'Herz As': 'White 1', flown by Hotm. Menzel, 9./JG77, Neuruppin, November 1944; 'White 17', flown by Uffz. Heinrich Munninger, 9./JG77, shot down near Tilburg, 1st January 1945; 'Yellow 8, flown by Lt Zieher, 11./JG77, lost in a mid-air collision, Neuruppin, 27th November 1944; 'Red 2', flown by Uffz. Fröhlich, 10./JG77, Düsseldorf-Ratingen, December 1944

Verdict: *As with the G-series this K-4 was quickly surpassed by the Hasegawa example and today is probably only going to appeal to those working on a budget who can pick them up cheaply secondhand.*



Fujimi 48009

Hasegawa, Japan

Bf 109F-series

Hasegawa started the F-series with the release of the F-2 (#J10) in 1991, and to date has issued the following F-2 and F-4 versions from the same basic mould. Bf 109F-2 #J10 (1991 – renumbered as #JT26 in 1995 and reissued as such in 2001), Bf 109F 'Eastern Front' (#JT115), Bf 109F-2 'Barbarossa' (#07425), Bf 109F-2 'Esquadrilla Azul' (#09794), Bf 109F-4 (#J11 and renumbered in 1995 as #JT27), Bf 109F-4 'Super Experten' (#07379), Bf 109F-4/R1 '10.(Jabo)/JG2' (#JT173), Messerschmitt Bf 109F-4 Trop (#J12, renumbered in 1995 as #JT28), Bf 109F-4 Trop (#JT142), Bf 109F-4 Trop 'North Africa' (#09459), Bf 109F-4 Trop 'JG27' (#09804), Bf 109F-4 Trop 'Marseille' (#09871 – inc resin figure), Bf 109F-4 Trop/R1 w/gun pack (#09980), Bf 109F-4/B 'JG53' (#09945), Fieseler & Skoda FiSk 199 (#09645) and Bf 109F-4 'Star of Africa (Marseille) w/fire' (#07491).

As all these kits use a common set of parts, so we will assess them as one, pointing out any differences between each kit.



Hasegawa J10

Plastic: Original releases were in a light grey-coloured plastic, later ones were in a medium grey; all engraved panel lines etc.; no rivet detail.

Wing: Two separate upper halves and single lower piece; span is about 1mm out on each tip and it's all due to the trailing tip profile being too small; split flaps and landing flaps separate, ailerons moulded with wing halves; aileron correct length and chord, linkage arms a bit pronounced and the fabric effect is just via 'soft' raised lines; separate aileron mass balance weights; tip lights moulded (solid) with wing halves; radiators correct overall size, intake lacks vertical bar in it; interior detail supplied for each radiator and rear split flaps are separate parts; pitot tube separate; leading edge slats separate and correct size; upper wing panel lines don't match scale plans, but as yet I have not found any scale plans that agree on this!; underwing panel lines match scale plans (these all seem to agree on the underside ones!); two access panels at port wing root present and correct size/location; 'Galland Special' (#09521) includes resin ammo drum bulges for under the wings and brass gun barrels for in the wings.

Fuselage: Correct length (note some plans would have you think it is about 1mm out, but the scale measurements are within 1mm); panel lines match plans; most access panels match plans, but has the oval panel on the port rear that was only present on the G-series; umbrella blisters below cockpit on port side, regardless of version; no external reinforcing plates on the rear fuselage; tailwheel well is



Hasegawa J11

open to fuselage interior and the tailwheel leg is mounted into the fuselage underside as the square cut-out at the back of the well recess is not there; engine cowls separate; gun troughs correct location and overall size, but the profile at the front is too pointed; separate supercharger intake, good overall profile; separate dust filter included in F-4/Trop kit; separate exhausts with individual stacks and separate upper shields; separate oil cooler with internal detail, but side profile is too vertical and 'square'; upper cowl guns as separate staggered barrels.

Tailplanes: Correct span; marginally narrow in chord; fabric effect via 'soft' raised ribs; elevator tip profile good; elevator hinge line a little shallow; trim tab correct size/location

Engine: None supplied.

Propeller: Separate combined backplate and hub, blades and spinner; diameter correct; spinner profile may be a bit too pointed in the front half, but it is marginal; cannon tube in partial relief; blade length good, profile may be slightly thin at the hub, tips are fine.



Hasegawa 09459

Interior: Base/rear bulkhead unit with seat pan and back pieces moulded in situ; separate sidewalls with moulded detail; separate rudder pedals, trim wheel, control column and cannon breech cover; instrument panel has moulded detail, no decal overlay; separate gunsight moulded in clear plastic.

Detail: 300lt drop tank and centreline rack (all versions); F-4/Trop/R1 w/gun pack includes MG 151 cannon gondolas with brass gun barrels (the kit also includes a wealth of other parts on the 'F' sprue from the G-series kits, but none are used here); the F-4 'Priller' (#SP256) came with the plastic figure of Pips Priller that had previously been used in the Fw 190 with BMW car kit by Hasegawa.

Canopy: Three-piece with separate armoured glass for windscreen; good overall shape and finely engraved framework; head armour with curved top separate and mounts inside hinged mid-section; separate aerial mast that mounts into top of rear canopy section; F-4/Trop includes additional style mid-section



Hasegawa SP256

with heavier framework.

Decals: Hasegawa decals have always been good, those from the original releases in the 1990s can suffer with yellowing and cracking with age, but the colour and register could not be faulted; limited carrier film, which was clear; full airframe stencils; swastikas on the right-hand side of the sheet, so they could be removed by the importers in those countries that banned the symbol; options in the examples we had are as follows:

- #J10 Bf 109F-2: 'Black <<', flown by Obstlt. Werner Mölders, JG51, Eastern Front, Autumn 1941; 'Black <<', flown by Obstlt. Werner Mölders, JG51, Eastern Front, July 1941; 'Black <<', flown by Hptm. Hans von Hahn, I./JG3, Russia, July 1941; 'White <<', flown by Obltn. Hans 'Assi' Hahn, III./JG2, Caen, France, November 1941; 'Yellow 9', flown by Obltn. Erich Rudorfer, 6./JG2, France, December 1941; 'Black <o', flown by Lt. Jürgen Harder, III./JG53, Russia, January 1941
- #J11 Bf 109F-4: 'Black <||', flown by Hptm. Hans Philipp, I./JG54, Russia, March 1942; 'White 8', flown by Lt. Walter Nowotny, I./JG54, Russia, July 1942; 'Yellow 4', flown by Ofw. Eberhard von Boremski, 9./JG3, Russia, 1941; 'White 1', flown by Hptm. Josef 'Pips' Priller, I./JG26, Belgium, November 1941; 'Yellow 1', flown by Obltn. Hermann Graf, 9./JG52, Russia, May 1942
- #SP256 Bf 109F-4 'Priller': 'Yellow 1', flown by Oblt. Josef 'Pips' Priller, I./JG26, November 1941; 'Yellow 9', flown by Oblt. Josef 'Pips' Priller, 9./JG26, May 1942
- #J12 Bf 109F-4/Trop: 'Yellow 14', flown by Lt. Hans-Joachim Marseille, 3./JG27, North Africa, February 1942; 'Yellow 14', flown by Lt. Hans-Joachim Marseille, 3./JG27, North Africa, June 1942; 'Yellow 14', flown by Obltn. Hans-Joachim Marseille, 3./JG27, North Africa, September 1942; 'Yellow 3', flown by Franz Schwaiger, 6./JG3, North Africa, February 1943; 'White <<<<' flown by Maj. Gustav Rodel, JG27, Catania, Sicily,



Hasegawa 09980



Hasegawa J12

June 1943

- #09459 Bf 109F-4 Trop 'North Africa': 'Black <||', flown by ObFw Otto Schulz, Stab II./JG27, Autumn 1941; 'Yellow 1', flown by Lt Rudolf Sinner, 6./JG 27, June 1942; 'White 7', JG 27, 1942
- #09980 Bf 109F-4/Trop/R1 w/gun pack: 'Black 7', 2./JG52, Eastern Front, 1942; 'Black <1', JG52, Eastern Front, 1942; 'Yellow 1', 3./JG52, Eastern Front
- #09521 Bf 109F-6/U 'Galland Special': 'Black <-', flown by Obstlt. Adolf Galland, Stab./JG26, France, November 1941 – this is actually an F-2/U, the F-6/U designation is spurious

Verdict: All of the F-series from Hasegawa in this scale are great kits. They can be a little basic in places by today's standards, the cockpit being the main area that springs to mind, but they build well time after time and they look good when completed. The ease of assembly, good overall detail and excellent production values from Hasegawa make them highly appealing. That appeal is only lessened outside of Japan currently by the absurdly high retail prices being placed on these 26-year old kits by the importers.

HobbyBoss, China

Bf 109F & G-series

HobbyBoss added a series of F and G kits within their 'Easy Assembly' range in late 2015 continuing into 2016. Thus far they have released the Bf 109F-4 (#81749), Bf 109G-2 (#81750) and G-6 (#81751). As all share common elements we will cover the F-4 in the main, pointing out the differences in the G-6 because we don't have a G-2 to hand.

Plastic: Dark grey-coloured plastic with engraved panel lines, hatches and rivets.

Wing: Single lower and two upper halves, the lower is not full-span, being only to the separate tips; ailerons and landing flaps are all moulded in situ within the upper two halves; the upper hinge line of the split flaps is not present (upper halves have just rivet detail in these regions) overall span good; aileron structure via raised ribs and webs, these may be too pronounced for some, but they will settle down once painted; trim tab correct size/location; separate aileron mass balance weights; tip lights just denoted by raised lines; separate pitot tube; some panels lines missing on upper wing halves, lower half matched scale plans; lines of rivets to not match structure of ribs etc. (only one main root to tip line, when there should be four etc.); two access panels on inboard upper port wing are staggered slightly, so be level with each other; wheel wells correct location/size; inner (oleo) section of wheel



HobbyBoss 81749

well is curved with partial relief oval cut-outs; main wheel well roof detailed via inside of upper wing halves; G-6 kit has addition of small bulges for upper wing surface; radiators moulded with wing, good overall shape and size, separate interior detail; main wheels of correct diameter with spoke-style hubs and cross-ply tread pattern tyres (F-4); G-2 kit has larger diameter tyres with plain hubs and cross-ply tread pattern; oleo legs correct length, with separate compression links; oleo legs not changed for G-6, but should have revised (increased) axle angle; undercarriage doors have interior detail; mid section of lower wing contains the fuel tank to go under the cockpit region.

Fuselage: Overall length good; cross-section a little skinny on top along the rear dorsal spine; rudder to narrow; fabric effect on rudder view 'soft' raised ribs; rudder trim tab a bit too pronounced; tail formation light moulded with rudder; panel lines match scale plans; all the access panels are G-series though; no fuel filler on port side below cockpit; has the oval panel on the port side by the tail of the G-series and the fuel filler on the dorsal spine; separate engine cowlings (no engine inside); different



HobbyBoss 81751

style engine cowls for the G-6, with the cowl bulged moulded in situ and starboard side one having the secondary compressor bulge and small intake scoop; two scoops on the front of the cowls apply to the G-series only; separate oil cooler, good overall shape, separate interior detail and vertical bar in intake; gun troughs in cowls have barrels in situ level, when they should be staggered; G-6 cowls have the revised troughs and correct level MG 131 gun barrels; separate two-part supercharger intake, good overall shape and profile (no dust filter in any variant and same intake supplied in G-6); two part tailwheel yoke with separate

wheel/hub unit all well detailed; G-6 kit has revised yoke without canvas cover ar base, plus a blanking plate to cover the wheel recess; separate IFF rod antenna; D/F loop in G-6 kit plus option of standard and short aerial masts

Tailplanes: Span good; overall shape is good, although the rear profile of the elevator at the tip is a bit too broad; no panel line along the leading edge of the tailplane; fabric effect on elevators is via raised ribs that are very subtle indeed; trim tab correct location, but a bit narrow.

Engine: None supplied.

Propeller: Separate backplate, spinner and propeller; propeller diameter and blade profile correct; spinner diameter correct and unit is bulbous; cannon tube hollow.

Interior: Floor with moulded oval kick-plates and cannon breech cover; separate rudder pedals, seat pan, trim wheel and control column; rear bulkhead with separate seat back; instrument panel with raised detail and decal; separate clear gunsight; sidewall detail moulded into each fuselage half with separate throttle box.

Detail: Two-part 300lt drop tank (split horizontally) with ETC rack (multi-part); MG 151 cannon gondolas with separate cannon

Canopy: Option of one-piece or two-piece canopies; overall size and shape good; windscreen lower region contains ventilation scoop; head armour plate with curved top as separate part in all variants.

Decals: The decals are well printed with good register and glossy carrier film; colours can often be a bit too intense; full airframe and drop tank stencils; swastikas split in two; the decal options in each kit we have are as follows:

- #81749 Bf 109F-4: 'Black <<', flown by Obstlt Gunther Frierh von Maltzahn, JG53, May 1942; 'White <<' flown by Hptm. Hans 'Assi' Hahn, III./JG2, Summer 1942
- #81751 Bf 109G02: 'Yellow 1', flown by Oblt Erich Hartmann, 9./JG52; 'Black <<', flown by Hptm. Gerhard Barkhorn, Stab II./JG52

Verdict: *The link between Trumpeter and HobbyBoss is very evident here, as these are basically scaled-down from the former's 1/32nd scale, along with many of the errors in the F-series! Many will have assumed that because these were 'Easy Assembly' they would have the semi-solid fuselage seen in their 1/72nd scale series, but they don't. Most traditional modellers we suspect will disregard this whole series, probably due to bad memories of the hideous 'snap-together' kits that some firms touted back in the 1970s and 80s, well these ones are definitely not in that category. The larger location lugs etc. all make a product that is indeed 'easy' to build and in that the G-series kits (the F-4, is really a G with the wrong decals!) are well worth considering.*

Hobbycraft, Canada

Bf 109G-series

Hobbycraft to date have not covered the F-series, they started with the G-series in 1995 and to date have released the following versions: Bf 109G-1/2 'African Front' (#HC1538), Bf 109G-3/4 (#HC1543), Bf 109G-6 'Aces

Mount' (#HC1541), Bf 109G-10 'Axis Allies' (#HC1522) and Bf 109G-14 'Reich Defender' (#HC1544). We have #HC1538, #HC1543, #HC1541 and #HC1544 here for assessment, but as they use a common set of moulds, we will cover them all as one, pointing out any differences as we go.

Plastic: Light grey-coloured plastic with engraved panel lines, no rivets.

Wing: One-piece lower and two separate upper halves; span correct; a little narrow around the tips; panel lines match most scale plans; access panels on underside of wing match plans; access panels on upper port wing are at odds with plans, the outer one being too far outboard and set slightly aft of the other, when they should be level; inside of lower wing has multiple flash-over holes and slots for various ordnance etc. in other



Hobbycraft HC1538

variants; tip lights moulded with wing halves; wheel wells correct size/location; inner (oleo) section of wheel wells boxed it, but lack the oval holes in this region; no detail inside main wheel well areas; louvred panel on underside of fuselage/wing for MK108 (air vent) is just engraved; ailerons, landing flaps and split flaps moulded with each wing half; aileron lacks any detail; separate pitot tube; separate aileron mass balance weights; radiators lack defined separation between fixed body and split flap, just a standard-depth engraved line; front lip of radiator simplified and 'squared-off'; no vertical bar inside intake of each radiator; main wheels correct diameter with good hub (spoked) detail; G-6 and later versions have the main wheels with the flat hubs; oleo legs correct length and complete with compression linkage, detail is at odds with plans though; undercarriage doors have interior detail; small and long rectangular bulges to go above the undercarriage bays included for the G-4 onwards and the G-10 and G-14; instructions in the G-1/G-2 kit noted the oleo angle as 15°, whilst for the G-3/G-4 kit it states 21°, the latter is only applicable to those versions with the revised axle angle and (usually) the larger main wheels, so not really applicable to a G-3: G-10 and G-14 lack the FuG 16ZY 'Morane mast' under the port wing.

Fuselage: Overall length is good, although the trailing edge of the rudder is marginally under (less than 0.5mm); panel lines match most scale plans; round access hatch between frames 2 and 3 on port side is slightly too high; no fuel filler access panel on the dorsal spine (port); oil cooler is of the intermediate size, so not really applicable to some of the earlier versions depicted; two-part separate



Hobbycraft HC1543

supercharger intake, overall shape is a little off in profile and a little too wide (top-down view); separate upper cowling insert with separate gun barrels; cowl bulges separate, these are supplied as two standard ones and a third for the starboard side on the G-5/G-6 with the secondary compressor bulge with the small intake scoop between them (these latter elements are all the wrong size and/or position); rudder lacks any detail at all, nor is a trim tab discernable; no tailwheel recess; tailwheel supplied as generic (long) oleo with separate wheel and base unit (the instructions in some therefore having you add a base [should be a canvas cover] then positioning the oleo low to reproduced the fixed (short) unit); sprues contain an umbrella and the support pole with the two small mounting blisters attached to it for the Tropical versions; tropical dust filter included, cam doors closed and often missed off the instructions; exhaust shields moulded with fuselage halves; separate exhaust stacks, not very accurate; two small



Hobbycraft HC1522

scoops on either side of the cowlings moulded in-line; no IFF rod antenna; note that the standard fuselage is even used on the G-10 and G-14 kits, even though the latter box art shows a tall tail etc.

Tailplanes: Span slightly under, all at the tip; a little wide especially at the inboard trailing edge of the elevator; elevators lack any detail; trim tab slightly too long.

Engine: None supplied.

Propeller: Separate backplate, spinner and propeller; correct diameter; spinner profile is not perfect, but pretty good; cannon tube in spinner a little undersize (real one was 50mm regardless of cannon fitted); propeller blades are about 1mm short, resulting in the tips being too blunt.

Interior: Cockpit floor and rear bulkhead, with seat side on rear bulkhead and kick-



Hobbycraft HC1541

plates on the floor; separate rudder pedals, control column, trim wheel and cannon breech cover; remaining sidewall detail moulded into fuselage halves; separate instrument panel with raised detail and a gunsight moulded in clear plastic.

Detail: The sprues include, but don't always use the following: 300lt drop tank, centreline ETC rack (very inaccurate); ETC 50/VIII rack with separate 50kg bombs; 250kg bomb; WGr.21 tubes and rockets; MG 151 cannon goldolas.

Canopy: Three-piece for standard canopy; solid triangular sections below windscreen moulded into the fuselage halves but lack any ventilation scoops etc.; Galland armour is supplied as a clear part, whilst the standard armour is in grey-coloured plastic; G-10 and G-14 have two-part Erla Haube canopy with short aerial mast and D/F loop on the dorsal spine.

Decals: These were never spectacular but useable with Hobbycraft kits; no airframe stencils; swastikas done as two separate sections; decals supplied for the seat belts; separate instruction sheet for stencil decal placement; the decal options in the examples were had are as follows:

- #HC1538 Bf 109G-1/-2: 'Black 2' of 2/JG77, Tunisia, 1943; 'White 7' of the 5th Fighter Group, Rumania Air Force, 1942; 'x8-7' and example of the G-2/Trop captured by the 87th FS, USAAF, Tunisia, 1943 (this machine was later shipped back to the USA for evaluation)
- #HC1543 Bf 109G-3/-4: 'Black 1' of 8/JG53, Sicily, 1943; 'White 7' of the Rumanian Air Force, 1942; 'Black <<' of 3/JG3, Russian, 1943
- #HC1541 Bf 109G-6; Red 1', Maj. Hermann Graf, JGr.50 Germany, 1943; V8+10, Aladar de Heppes, Royal Hungarian Air



Hobbycraft HC1544

Force, 1944 [the decal sheet also includes codes for V.0+39, but this is not mentioned in the instructions]; '316' of the Rumanian Air Force, 1944

- #HC1522 Bf 109G-1 'Axis Allies': 'Black 4' of the Croatian Air Force, Northern Italy, 1945; 'Red 22', unidentified unit, Germany, 1945; 'Yellow 7', JG54 or JG300, Germany, 1945; 'Black 17', II° G.C., RSI, Italy, 1945; 'Red 12' of the Hungarian Air Force, 1945
- #HC1544 Bf 109G-10: 'Yellow 20', III./JG7, 1945; 'Black 10', IV./JG5, Norway, 1945; J713 of the Swiss Air Force, 1946 (this may in fact be a G-6)

Verdict: Good basic kits, lacking somewhat in detail they are nonetheless well worth building up to the G-6 as you can add any missing detail along the way. The G-10 and G-14 are sadly lacking though, so you had better go elsewhere for this version in 1/48th.

Hobbycraft, Canada

Bf 109K-4 (#HC1539)

Hobbycraft produced the K-4 kit in 1995 and it remained available for a number of years before disappearing with all their other 1/48th Bf 109s, but has since re-appeared under the Academy label. As this kit is based on the G-series we have already done, we will restrict our assessment to those elements that differ.



Hobbycraft HC1539

Wing: Outer undercarriage doors; new main wheels with plain hubs and the largest size of tyre fitted.

Fuselage: New fuselage halves with the refined cowl bulges; overall length marginally short, all of it being aft of the cockpit area; bulges under the lower chin cowl are too long and lack any panel lines etc.; tall tail with Flettner-type inset trim tab (with linkage on starboard side) and two fixed trim tabs (the bottom one is too long); tailwheel doors just engraved lines, as these only opened during extension and retraction, but the oleo leg is set into the fuselage forward of it, as the cut-out ahead of the bay for the leg to come down into is not there (just a small round hole); new two-part supercharger intake, overall shape is better, but the rear of the fairing is slightly too long; upper cowl insert with separate gun barrels.

Interior: Same as G-series kits.

Canopy: Two-part Erla Haube canopy; short aerial mast; separate D/F loop on the dorsal spine.

Decals: The decal options in this kit are as

follows: 'Black 2', 14./JG53, 1945; 'Yellow 1', II./JG27, 1945; 'Yellow 4', II./JG3, 1945; '3-17', 3^o Sq., 1^o Gr. C., ANR, 1945.

Verdict: OK, so not the best K-4 in the scale, but it is sound and builds well, plus its now coming back under the Academy label and is not too expensive, so its is still worth considering and certainly not ready yet to be assigned to the 'collectors' category.

ICM, Ukraine

Bf 109F-series

ICM announced a whole series of F, G & K-series kits back in 2001, but it was not until late 2006 that the first one was actually released. To date they have only released kits of the F-series as follows:

Bf 109F-2 (#48102), Bf 109F-2 with German Pilots & Ground Personnel (#48803), Bf 109F-4 (#48103), Bf 109F-4 with German Luftwaffe Personnel (#48804), Bf 109F-4/B (#48104), Bf 109F-4Z/Trop (#48105 – this was originally announced as Bf 109F-4 'W. Mölders'), Bf 109F-4Z/Trop (#48105), Bf 109F-4/R3 (#48106), Bf 109F-4/R6 (#48107) and Bf 109F-4/R3 (#48106). ICM have also released the F-2 with German Ground Personnel as #48805 in 2020 and with the Hs 126 and figures as the 'WWII Luftwaffe Airfield' set (#DS4801) in 2021.

To date none of the G and K-series kits have been produced. As all the F-series kits use a common set of parts, we will assess them as one, pointing out any differences between each kit.

Plastic: All versions are in a medium grey-colour; recessed panel lines; rivets on the lower wing halves and tailplanes only.

Wing: Moulded as two upper and single lower halves with separate tips; correct span, panels lines match plans; a number of access panels differ from plans in their location; ailerons of correct length and width; aileron



ICM 448803

ribs and webs as raised detail, not real 'fabric effect'; aileron trim tab wrong location and size; undercarriage bays are ever so slightly undersize (marginal); inner (oleo) leg part of wheel well boxed in but lacks oval holes in this region; inner undercarriage bay region blocked off with detail for roof region moulded into underside of upper wing halves; main wheels of correct diameter with spoke-style hub, smooth tyres; oleo legs correct length with moulded compression linkage; split flaps separate with aft (interior) section of radiators; front of radiators moulded with wing, intake lips are just squared-off, not the curved profile of the real thing; vent with louvres in the mid-section underside is just engraved detail; upper wing halves lack rivet detail; separate leading edge slats; separate landing flaps; flaps devoid of rivet detail; ailerons moulded to lower wing



ICM 48104



ICM 48106

section, rib and web detail via precise raised lines, not very effective for fabric effect covering; separate wing tips, marginally too long; tip lights moulded with tips (no clear); aileron mass balance weights separate; pitot tube moulded with port wing tip.

Fuselage: Moulded from rudder hinge line to engine bulkhead; slightly (less than 1mm) short (in cockpit region); no rivet detail; panel lines and access panels match scale plans; front cowling separate and of correct length; gun troughs correct size/shape and open as guns are separate within the engine bay region; front cowl ring separate, correct size and location of oil filler cap; two-part supercharger intake, while overall length and rear profile is good, the unit projects too far out from the cowl side; Trop version has the dust filter unit; separate lower cowl section containing oil cooler with interior detail (two styles supplied); starter handle hole on starboard engine cowling is just engraved outline, also lacks teardrop blister behind it (not always fitted); reinforcing plates as raised detail on either side of rear fuselage; tailwheel recess open but lacks any interior bay (open to interior of fuselage); standard retractable tailwheel, hub lacks any detail; rudder good overall size and shape, ribs and webs as precise raised lines, so not that effective in this scale for fabric effect; rudder trim tab missing (although flash in this region may come in handy!); tail formation light is moulded with rudder (solid grey plastic).

Tailplanes: Good overall shape and profile; hinge line well defined; rivet detail on tailplanes; elevator ribs and webs as precise raised line (not effective as fabric covered in this scale); trim tab in the correct location and the right size.

Engine: Complete engine supplied, multi-part and well detailed; no option to build the model without the engine installed though; separate bearers, ammunition boxes, cowl guns and front bulkhead; no oil tank around the front of the engine, which would be visible with the cowls open; kit does not actual show the option of having the separate engine cowls in the open position?



ICM 48105



ICM 48107

Propeller: Sprues contain two versions (narrow E-series and slightly wider F-series); propeller as one unit with detailed hub, but cannon tub is solid; propeller blade profile slightly too pointed; each blade is 2mm short; spinner is correct diameter; cannon tube in spinner is solid raised block; spinner profile is too pointed, not bulbous enough.

Interior: Cockpit floor/rear bulkhead with moulded oval kick-plates on floor and seat back/rail on rear bulkhead; separate seat pan, rudder pedals control column, front bulkhead and cannon breech cover; instrument panel with engraved and raised details, no decal; separate gunsight moulded in clear plastic.

Detail: No drop tank or ordnance is offered in the F-2 kit; the F-4/B and F-4/R3 kits contains a separate sprue with two styles of 300lt drop tank, ETC centreline rack for drop tank, AB250 bomb canister; ETC 50/VIId centreline rack with 4x 50kb bombs, 2x extra 500kg bombs, SC250 and SC500 bombs and rack (although not all are used in these versions); the F-4/R6 kit has additional parts on this extra sprue for the 2x MG 151 cannon gondolas (there are also WGr.21 tubes on the sprues, which are not used).

Canopy: Three part with separate exterior armoured glass for windscreen; frames and proportions match scale plans.

Decals: ICM decals always used to be their Achilles Heal and these are all of that era, being very matt with slightly milky looking carrier film, and ore often than not they disintegrate on contact with water; the sheets all contain a full set of airframe stencils, and where appropriate those for the drop tank; there are no swastikas; the decals option in the kits we have are as follows:

- #48803 Bf 109F-2: 'Black <0' flown by Lt D. Rohwer, I./JG3, Bila Cerkva, Ukraine, September 1941
- #48105 Bf 109F-4Z/Trop: 'Yellow 14', flown by Oblt Hans-Joachim Marseille, 3./JG27, Ain El Gazala, Libya, June 1942; 'Yellow 14', flown by Oblt Hans-Joachim Marseille, 3./JG27, Martuba, Libya, February 1942; 'White 5', flown by Lt J. Harder, 7./JG53,

Martuba, Libya, June 1942; 'Black <', flown by Oblt E. Du;berg, II./JG27, Tmimi, Libya, May 1942

- #48104 Bf 109F-4/B: 'Blue 1', flown by Oblt F. Liesendahl, 10(Jabo)/JG2, France, March 1942; 'White 11', 10(Jabo)/JG26, France, spring 1942; 'Black 1', 2./JG51, Russia, Summer 1942; 'White 1', 1./JG54, Russia, Winter 1942
- #48106 F-4/R3: 'White T', 4(F)/JG123, Northern France, Spring 1942; F6+TH, 1(F)/JG122, Sardinia, Summer 1942
- #48107 F-4/R6: 'White 2' and 'Black <1' both of 1./JG52 in the Cuban area, June 1942
- #48805 & #DS4801: Bf 109F-4, 'Yellow 4', flown by Ofw. E von Boremski, 9./JG3, Ukraine, May 1942; • Bf 109F-4, 'Black <||' flown by Hptm. Hans Philipp, 1./JG54, Leningrad area, March 1942; Bf 109F-4, 'Yellow 1', flown by Lt Hermann Graf, 9./JG52, Rogan, Ukraine, May 1942; Bf 109F-4, 'Yellow 12', flown by Lt Heinrich Ehler, 6./JG5, Petsamo, Finland, July 1942

Verdict: The decals in the original released were a let-down, hopefully newer releases will have ICM's vastly improved decals in them, as the kits themselves are not that bad. The odd miss-mash of some area with rivet detail and other without may put some off, but the plastic is finely moulded and the detail excellent from the box, so the series as a whole is well worth considering as a cheaper alternative to the new Eduard series.

KA Models, Korea

Bf 109G-6 and G-10

These are just the old Fujimi kits reissued with new packaging, decals and the addition of etched brass for the radiators matrices, rudder trim tabs (G-10) and box in canopy rear bulkhead (G-10) plus a brass pitot tube. The only way they differ otherwise is in regard to the decals.



KA Models 001

Decals: The decals in each kit are well printed with perfect colour and register; the sheets include limited stencils and spinner spirals; the swastikas are split in two; Each kit offers the following options:

- #001 Bf 109G-6: 'Green 1', flown by Hermann Graf, JGr.50, Germany, Summer 1943; 'White 1', flown by Hptm. Karl-Heinz Langer, JG3, Germany, October 1943
- #002 Bf 109G-10: 'Red 2', flown by Fw. Eberhard Gzik, JG300, Germany, October 1944; 'White 3', flown by Heinz Ewald, JG52, Hungary, February 1945

Verdict: These are beautifully presented and



KA Models 002

packaged and would have been so much better if the plastic inside had been Hasegawa's. The Fujimi kits were a real wow back in the 1990s when first release, but they were quickly surpassed by the Hasegawa examples (the G-6 now being eclipsed by the Eduard example) and they are not the best to build having built a couple of the last year or so.

Matchbox, UK

Bf 109G

This is the old Otaki kit and it was issued in 1990 as #PK-461 under the Matchbox label, which at that time was used by Revell. As we don't have the original Otaki version to hand, and as that kit is also very similar to the Arii version, you can consider these overall comments about the parts as being applicable to both of those manufacturers as well. The kit actually depicts a G-6.

Plastic: Pale fawn-coloured plastic with engraved panel lines and details.

Wing: Single lower and two upper halves; span is approx. 1mm short, wing profile is a little under at the trailing edge by the root and again all around the tip; panel lines are a mix of those that do and those that don't match scale planes; ailerons, landing flaps and split flaps all moulded with wing halves; ailerons have fabric effect via raised detail plus a 'texture' to the plastic; hinges on ailerons are in the wrong position and depicted as raised blisters; aileron trim tabs too short (all inboard); separate mass balance weights; leading edge slats just depicted with engraved lines; separate pitot tube; radiators as separate parts, overall shape good, but leading edge is sloped and the split flap hinge line is very shallow and no separate interior detail (all moulded in situ); tip lights just denoted by engraved lines; wheel wells are moulded as complete units within the lower wing half, with both elements at the same depth and the inner (oleo) section lacking the curved shape of this part or the oval cut-outs; upper wing halves feature the small bulges over the wheel wells, but these not quite the right shape (wider at the front than the back); two access panels on upper port inboard surface are too far apart and split by a panel line that does not exist in this region.

Fuselage: Overall length good; cross-section a little skinny on the rear fuselage and around the front of the nose; vertical fin and rudder are actually slightly too tall and the trailing edge profile of the rudder is wrong as a result; fabric effect on rudder is via raised lines and 'texturing' of plastic; panel lines match scale plans; most access panels present, but the oval

on near the tail on the port side is depicted as a narrow oblong panel; brackets for umbrella moulded to port fuselage side, below cockpit; ventilation scoops moulded into the lower region of the windscreen, which is part of the fuselage in this kit; two scoops on side of the nose are not level, the back one is set slightly higher on the port side only; separate exhausts (not very accurate); exhaust shields moulded with fuselage halves; oil cooler unit is a bit too deep for this version; upper cowl bulges are separate parts; both sides identical, starboard side one does not have secondary compressor bulge; two-part supercharger intake, overall shape good; separate dust filter, but the cam-shall doors on the front are depicted flat, not domed; separate IFF rod antenna; separate cowl gun barrels.

Tailplanes: Span OK; overall profile is off due to the cut-back on the trailing inboard edge of the elevators being too early/steep and the tips being slightly too blunt; panel lines match scale plans; elevator fabric is reproduced with raised detail and the 'textured' plastic; trim tab too small.

Engine: None supplied.

Propeller: Spinner and propeller only, no backplate; propeller diameter good, blade profile is a little narrow; spinner diameter correct, profile is not bulbous enough; cannon tube hollow and corresponding tub moulded with the propeller.

Interior: Floor with moulded cannon breech



Matchbox PK-461

cover and rudder pedals (just wedges); separate control column (just a stick with a grip); rear bulkhead with solid head armour plate at top; bucket-style seat with moulded seat belts; instrument panel with moulded detail (this has upright ribs on the sides like a Spitfire); separate gunsight moulded in clear plastic.

Detail: Two-part 300lt drop tank with separate ETC rack; MG 151 cannon gondolas.

Canopy: One-piece unit; overall length is good, but the profile is odd, looking too wide and the top of the windscreen is too narrow, resulting in the windscreen angle being too steep; thick windscreen meant to depict armoured glass; separate aerial mast to go in back/top.

Decals: The decal sheet is a bit limited, the white elements yellow over time and there are no swastikas included; stencils are limited to fuselage frame numbers, foot/hand hold markers and fuel triangles; Matchbox did not identify the options in any way whatsoever, the markings being 'Yellow 6' (of 9./JG3, probably at Bad Wörishofen, Germany in 1943); 'Black <<' (unknown unit, as the squadron badge does not match any Luftwaffe fighter unit);

'White 8' (again unidentified, but suspect the badge on the cowl is supposed to be that of JG27 and the motif under the canopy denotes this is a 7./JG27 machine).

Verdict: *This is an old kit nowadays and in many ways it probably has too many inaccuracies for most modellers to bother with it. The overall moulding is excellent, and the fineness of the panel lines is good even to this day. Overall though, we suspect this one is most likely consigned to the collectors' category.*

Revell, Germany

Bf 109F-2/F-4 (#04656)

This is actually the ICM kit in the box, so all our comments about that kit elsewhere apply here also, as there are no revisions to the contents. The only change relates to the decals.



Revell 04656

Decals: The decals in this kit have been researched by AirDOC and printed probably somewhere in Europe, so they do not have any of the problems associated with the ICM versions. The decals and carrier film are matt the latter confined on most images, but a small number have areas that will show, especially as it is quite milky looking. Full stencils are included for the airframe, but there are no swastikas.

The following markings are included: Bf 109F-4/Trop, W/Nr.8673, 'Yellow 14', flown by Haptn. Hans-Joachim Marseille, 3./JG27, North Africa, September 1942; Bf 109F-2, 'White <<', flown by Haptn. Hans 'Assi' Hahn, III./JG2, St. Pol, France, July 1941.

Verdict: *Our comments for the ICM originals elsewhere hold true here also, the only additional benefit here being that the kit decals should be useable.*

Revell, Germany

Bf 109G-10/U2 and K-4 (#4590)

Although listed as a G-10 and a K-4, both kits stem from the same set of moulds, which started life back in 1977 (#H33), then was reissued by Monogram as #5225 in 1990, when reissued under the same number in 1995, before finally coming back out again under the Revell label in Europe (#03958) in 2016. The K-4 came out just the once, under the Revell label in 1991 as #4590. As all the kits are similar we will deal with the basic G-10 overall, the point out the differences in the K-4 version.

Plastic: Light grey-coloured plastic; engraved panel lines; no rivets; Monogram example was dark green-coloured plastic.



Revell 4590

Wing: One-piece lower and separate upper halves; correct span; panel lines match most scale plans; access panels match plans (all present, some are via raised detail); ETC centreline rack moulded in situ; main wheel wells correct diameter, but the oleo leg section is a bit short (marginal) inboard of wing/fuselage joint; undercarriage doors unaffected by bay deficiency, as it's the open section inboard that is missing; inboard bay for the oleo leg lacks the oval holes in this region' detail in roof of main bay is partially within the bulge on the upper surface; wing tip lights moulded with wing halves; FuG 16ZY 'Morane mast' is located too far inboard, it should be in-between the panel lines containing the two round access hatches, also lacks square base/surround; radiators and split flaps moulded with lower wing, lack any internal detail (just a plain bulkhead), but over shape good and slight curve to top of intake lips depicted; ailerons correct length/chord, but lack any fabric effect or rib/web detail; separate aileron mass balance weights; upper long bulged moulded in situ, these are slight short; panel line usually depicted at the inboard edge of the slats running aft is missing; landing flaps, split flaps and ailerons all moulded with wing halves, all correct sizes and 'kink' at landing flap/split flap junction is depicted; filler caps on port inner wing, by root, as raised detail; main wheels depicted as flat hubs, detail is generally good and the tyres are smooth tread; separate pitot tube; the K-4 kit has the separate outer undercarriage doors supplied on the extra little sprue, plus inner supplemental doors.

Fuselage: Overall length good; cross-sections good; panel lines match most scale plans; all access panels present, so use raised detail; exhaust plates are moulded with the fuselage halves; exhausts separate and not very accurate individual stacks; oil cooler good profile, has a simple stepped bulkhead inside, no other



Monogram 5225

detail (the K-4 kit has the vertical bar in the front intake supplied on the additional little sprue); tailwheel moulded with port fuselage half, this depicts the short standard one with the canvas base, although a lot of G-10s used the long oleo unit and the plated over wheel recess; separate two-part supercharger intake, good overall size and shape; two air scoops on either side of front cowls are present; oil filler on port front cowl is set too high; tall tail unit; rudder moulded as one to the port fuselage half and has Flettner-type main trim tab with linkage arm on starboard side, plus two fixed trim tabs (some G-10s only had the former, so cut the latter off if needs be); the K-4 kit has a separate little sprue containing a new internal bulkhead and long tailwheel unit (the kit instructions show how the moulded parts need to be removed before fitting); the long bulges on either side of the rear fuselage, under the tailplanes look a little short; base for DF loop moulded with each fuselage half, the loop itself is separate; no IFF rod antenna (this is included on the extra sprue in the K-4 kit); in the K-4 kit this moulded base has to be cut off and a new one is supplied to fit further aft on the dorsal spine.

Tailplanes: Good overall shape; panel lines match scale plans, elevators lack any fabric effect or rib/web detail; underside of port elevator has manufacturer's name and copyright information as raised detail; trim tabs are slightly too long and oddly have a fault in the mould that results in the unit being split in two, reminiscent of some other kits were have seen!

Engine: None supplied.

Propeller: Propeller, spinner and back plate; propeller correct diameter; blade profile incorrect at cut-back at root, plus each blade is 1-2mm short; spinner diameter correct, profile is a little too smoothly rounded; cannon tube in spinner is a solid raised disc.

Interior: Floor/rear bulkhead unit with rudder pedals (basic block), kick-plates in floor and a generic-looking breech cover; separate bucket-style seat, not applicable to the G-series; rear bulkhead lacks the seat side 'rails'; moulded detail on sidewalls, a bit generic and overscale seat, control column, rudder pedals, front bulkhead and instrument panel; separate clear gunsight; trim wheel and oxygen bottle separate for sidewalls; separate gunsight supplied in clear plastic.

Detail: Two-part (vertically split) 300lt drop tank; rack moulded onto wing underside.

Canopy: Two-piece Erla Haube; overall size and shape good; internal armoured headrest is supplied in clear plastic, lacks the support/mounting arms at the back; short aerial mast included on sprue, but not used; long aerial mast supplied with K-4 kit.

Decals: The quality and scope of these depend on the era the kit was produced, the most recent ones being of higher quality with full airframe and drop tank stencils; the options on the examples we had are as follows:

- #03958 Bf 109G-10: 'Green 2 of IV./JG301, Stendal, spring 1945; the decal sheet with this has full stencils, spinner spiral marking and RVD bands for the rear fuselage, but lacks any swastikas
- #4950 Bf 109K-4: 'Red 7' of II./JG27; 'Black 16 of IV./JG53; the decals include

stencils, black spinner spiral and RVD bands but lack any swastikas

- **Monogram #5225:** ‘Yellow 7’, instructions lack any information about this subject, but it is a JG300 machine going by the RVD band, date and location are unknown

Verdict: You have to be impressed with the research done by reveal all those years ago, as this kit has weathered the passage of time very well indeed. They certainly did their research back then and although things like the cockpit detail is poor, these can be overcome, so for a pretty inexpensive and easy to make G-10, this is well worth the effort. Shame Revell did not include the small extra sprue from the K-4 when they reissued this kit recently, as it adds some detail, correct some errors and allows you to build a G-10 or K-4 (wonder if they lost this tooling elements!)

Zvezda, Russia

Bf 109F-series

Having produced the F-2 in 1/144th and 1/72nd scales, Zvezda announced the variant (#4802) in this scale in 2007, but did not actually release it until 2010. It followed this with the F-4 (#4806) in 2012, but we have only the former here for assessment.

Plastic: Moulded in a medium grey-coloured plastic; engraved panel lines and rivet details; latter is inconsistent, as there are no panel lines or rivets on the upper wing halves.



Zvezda 4802

Wing: Moulded as two upper halves and a single lower half plus separate wing tips; Span is correct, so is chord; separate leading edge slats; although the two filler caps are engraved on the upper port wing, the upper halves are devoid of any panel lines or rivet detail; separate wing tips slightly too big; pitot tube moulded with port wing tip; wing tip lights are separate clear components; separate ailerons, landing flaps and split flaps (all correct dimensions); ailerons feature subtle raised ribs to denote fabric effect; aileron trim tab correct size and location; separate aileron mass balance weights; lower wing panel has panel lines matching scale plans and rivet detail; undercarriage bays correct size and location; separate inner liners for wheel wells, the inboard (oleo) section complete with oval cut-outs; undercarriage doors detailed on inside; oleo legs correct length and with separate compression links; main wheels have spoked hubs and tyres cross-ply tread pattern; option to have undercarriage up or down; separate panels on the mid-outer wing and in the centre under the fuselage, these are to allow different variants to be built with different access panels etc.



Zvezda 4806

Fuselage: Moulded from tail transit joint to front engine bulkhead; panel lines match plans; no rivet detail; separate tail unit has correct shape to vertical fin; reinforcing plates moulded on each side of separate tail; lifting tube in rear fuselage is right on the tail/fuselage split, but it is still drilled out in both parts; separate upper cowl over guns; main engine cowls offered in two sets, one for them closed, the other with interior detail for use when they are open; cowlings can be posed open or closed, with support struts for the former; engine cowl on starboard side has the small hole for the starter handle and the small blister behind it as a separate part; two-part separate supercharger intake, which is correct overall shape but the front intake section is too long; oil cooler with separate rear flap in interior detail (cowl can be posed open); retractable tailwheel that can be posed up or down; recess for tailwheel is closed, so you don't just look up into the fuselage; tailwheel is made of a two-part oleo/yoke and separate tyre/wheel.

Tailplanes: Separate tailplanes and elevators; both elements correct size and shape; trim tab correct size/location; elevators feature subtle raised ribs for fabric effect.

Engine: Complete multi-part engine; individual exhaust stacks; engine bearers, rear bulkhead, ammunition boxes and cowl machine-guns; lacks oil tank around front of engine (which would be visible inside the front cowling if the cowls are opened).

Propeller: Separate propeller, backplate and spinner; propeller blades correct diameter and blade profile; spinner correct diameter, but the profile is not bulbous enough; Motorkanone hole in centre of spinner is in partial relief.

Interior: Comprises; floor, kick-plates, trim wheel, control column, rudder pedals, seat pan, rear bulkhead with seat sides, fuel flow pipe (not clear, which it needs to be at mid-length); instrument panel with moulded detail or plain one to use with decal; separate multi-part gunsight with clear lens; each cockpit half has moulded sidewall detail; upper rear bulkhead separate.

Detail: No drop tank, ordnance or underwing weapons included.

Canopy: Three-part; separate armoured glass; three styles of windscreen, separate aerial mast.

Decals: Like ICM, Zvezda's decals were always a problem, as they tend to be matt and often brittle; the sheet with #4802 has a slight yellow tinge to the white elements; the images are satin; swastikas are supplied in two parts; a few stencils are provided, but not a full set; the options in #4802 are as follows: ‘Yellow

5’, Eastern Front, 1941; ‘White <’, flown by Maj. Hannes Trautloft, JG54, Summer 1942; ‘Yellow 1’, flown by Hans-Ekkehard Bob, 23rd June 1941; ‘Black <<’ flown by Hans von Hahn, JG3, July 1941.

Verdict: A stunning piece of injection-moulded plastic and Zvezda do like to cram their models with detail. This is certainly a nice kit, sure it needs some correction here and there, but I have yet to come across a kit that does not. The decals are not great, but markings for the F-series are not lacking in the aftermarket, so that is not a problem, nor is the lack of full airframe stencils. The kit has plus (interior, engine, undercarriage) and minus (mish-mash of engraved detail, lack of oil tank in front of engine, no drop tank etc.), but all-in-all a nice kit and one that is well worth investing your time and effort in.

Zvezda, Russia

Bf 109G-6 (#4816)

The G-6 version was announced by Zvezda in 2014 for 2015 release, but it did not actually hit the shelves until 2017. The kit uses the new style packaging graphics and the contents are bagged for what must be the first time from this manufacturer. Two of the sprues in this version come from the F-series (lower wing/undercarriage inserts and the one with the main fuselage halves etc.), all the rest are new.

Plastic: Moulded in a medium grey-coloured plastic; engraved panel lines; rivet detail is inconsistent, some components having them, others not.

Wing: As the lower wing halves and undercarriage inserts are from the F-series kit, we won't repeat our comments about these elements; the ailerons, flaps, radiators, wing tips and slats are also from the F-series kit; the upper wing halves are new and these feature engraved panel lines that match plans, but no rivets; the small bulges are of the correct size, shape and location; separate ailerons, landing flaps and split flaps (all correct dimensions); ailerons feature subtle raised ribs to denote fabric effect; aileron trim tab correct size and location; separate aileron mass balance weights.



Zvezda 4816

Fuselage: Although the F-series fuselage halves remain, these are not used, as a new set is supplied; as with the F-series, fuselage is from rudder hinge line to front engine bulkhead; overall length correct; cross-sections good; access panels etc. all present, some seem at odds size-wise with plans, but nothing serious, whilst others lack detail within them; top of vertical fin moulded with rudder so that the standard and tall tail can be supplied; profiles of both types good, fabric effect via engraved lines only; tall tail only has inset

trim tab; rear formation light moulded with rudder; engine cowls once again come as two styles, one when they are closed, the other with interior detail for use when they are open; twin air scoops in line on front of cowls; forward cowl ring is separate, with oil filler cap in correct location; cowl bulges have no secondary one nor small air scoop on the starboard side; rear of bulges are supplied as separate (hollow) parts to fit over the existing cowl forward of the windscreen; separate two-part supercharger intake, which although the correct overall length has the curve to the rear fairing far too 'sharp'; separate dust filter supplied, with front clamshell doors moulded in closed position (as this kit has an 'in-flight' option and the front section is separate from the main body, these could also have been supplied in the open position).

Tailplanes: These are the same parts as supplied in the F-series.

Engine: Complete engine and guns as per the F-series.

Propeller: Separate propeller, backplate and spinner; propeller blades correct diameter and blade profile; spinner correct diameter, but the profile is not bulbous enough; Motorkanone hole in centre of spinner is in partial relief.

Interior: This is the same as the F-series, the only revision being to plain or detailed instrument panels and two styles of decking for behind the pilot's head.

Detail: ETC rack and 300lt drop tank; ETC 50/VIIId rack with four 50kg bombs; ETC rack for the 250kg bomb; MG 151 gondolas for under each wing; all the racks are not one-piece, the connecting arms are all separate within the fairing.

Canopy: Standard canopy from the F-series kit, plus an Erla Haube for one of the marking options; standard canopy has armoured headrest with curved top as separate part; Erla Haube has Galland Armour in clear plastic, but lacking the top moulting arms (it's secured by tabs onto the lower frame); two windscreen styles depending on canopy type, all with ventilation scoops moulded in situ; both standard (standard canopy) and short (Erla Haube canopy) aerial mast supplied.

Decals: Vastly improved decals, now printed with very clear and glossy carrier film; full set of airframe stencils; no swastikas; the options are not identified in any way on the instructions but are as follows: 'White 10', flown by Oblt. Alfred Grislawski, 1./JGr50, Wiesbaden, September 1943; J-702, Schweizerische Flugwaffe (Swiss Air Force), 1945; 'Yellow 1', flown by Lt Erich Hartmann, 9./JG52, Novosaporovyi, Russia, October 1943.

Verdict: As with the F-series this is an excellent kit and one that offers a wealth of detail. It has its work cut out being the best in the scale, but it certainly is a very nice modern tooling of the G in the scale, so well worth considering.

1/32nd Scale

Revell, Germany

Bf 109F

This kit was first released in 1967 (#H-238) and it was not until 2009 that it was reissued, this time in the 'Revell Classics' series with only 7,500 copies produced worldwide (#00012). We have the latter here for assessment.

Plastic: Dark grey-coloured; engraved panel lines and other details including rivets.

Wing: Usual single-piece across the underside with separate upper halves; overall span is slightly under, but it is marginal; panel lines and other details match scale plans; radiator good overall size/shape, with front movable lip moulded with slight rise to it; ailerons moulded separately but are devoid of any detail or fabric effect; landing flaps and split flaps moulded with wing halves; tip lights moulded with wing halves; separate pitot tube; separate aileron mass balance weights; small bulges over spar bolts on underside are



Revell 00012

missing, just depicted as engraved outlines; number of panel lines on the centre region of the wing underside are missing; main wheels correct diameter but the spoked hub detail is inaccurate (big centre 'plus' to attach them to the legs), the tyres are too shallow and lack any detail at all; undercarriage legs correct length but the detail is wrong and the compression links are moulded in situ with the rear hab and are far too short/small.

Fuselage: Overall length is about 2mm short and this deficiency is all just aft of the cockpit rear bulkhead; radio hatch is too low down; lacks any reinforcing plates on rear fuselage; no hole for the lifting tube in the rear fuselage; no fuel filler point on the port side below the cockpit; spurious air scoop moulded on port side just below the canopy sill under the aft edge of the windscreen; ventilation scoops moulded with the solid lower section of the windscreen side panels on both sides; no oil filler access panel on the port front of the cowl; bulge in lower cowl between radiator and front cowl ring; oil cooler is too large (late G-series); fixed tailwheel, which is undersize, generic in shape and lacks detail; no tailwheel recess at all; separate rudder, but it lack any detail at all and the hinges are over-accentuated due to the fact they are intended to work.

Tailplanes: Separate tailplanes and elevators;

both lack any surface detail at all; hinges over-accentuated (again these are designed to work); trailing edge profile of elevator is incorrect, due to inner chord being too great; trim tabs positioned too far inboard.

Engine: Multi-part unit, but with all detail moulded in situ (including area aft of the engine containing the ammo boxes etc.); separate engine bearers, guns (very basic and generic in overall look) and exhausts, the latter lacking in detail; cowlings are moulded together so there is no option to pose them open.

Propeller: Separate back-plate, spinner and propeller; spinner/back-plate diameter too great (so the corresponding cowling region is also too big); spinner profile is not bulbous enough; huge cannon tube hole in centre of spinner with corresponding tube through the propeller hub; propeller diameter is fine but the blade profile is far too pointed at the tips and too broad in the main body of each blade.

Interior: Instrument panel with raised detail; two-part pilot figure (moulded with his hands resting on top of his thighs); separate gunsight moulded in clear plastic; bucket-style pilot's seat; upper rear bulkhead moulded into the fuselage halves; floor/rear bulkhead unit with no seat side rails due to bucket-style seat included; separate rudder pedals (not very accurate), control column and sidewalls.

Detail: Two-piece 300lt drop tank that is the wrong shape, too big, lack any detail and has an odd rack moulded to it that looks nothing like the real thing.

Canopy: Three sections, but designed to operate, so there are large pins and tubes to allow this on the starboard side' separate head armour that is basic in shape and detail; lower triangular-shaped glazed panels are missing, as these are moulded solid with each fuselage half; separate aerial mast.

Decals: The sheet in the *Limited edition* reissue was well printed and included a full set of airframe stencils, but no swastikas. It only offered one option as follows: 'Black <<', flown by Laj. Werner Mölders, JG51, Western Front, February 1941.

Verdict: Basically this is a G-6 kit masquerading as an F and although the panel lines etc. are engraved, the overall detail and accuracy is a mixed bag of good and bad (some very bad). With newer and far better versions of the F now available in this scale, this one is now truly one for the collector only.

Revell, Germany

Bf 109G (Old tooling)

Revell produced the Gustav kit in 1970 (#H-279) and it was then reissued as a G-6 in 1987 (#4772) before being reissued in the 'Lone Eagle' series in 1992 as #4772. It was not reissued by them again and by 2002 they were reissuing the Hasegawa tooling for the G before finally doing their own New tooling for the G-6 and G-10 in 2013/2014. We have both #H-279 and #4772 here for assessment.

Plastic: Dark green-coloured plastic with engraved panel lines, details and rivets.

Wing: This is identical to the F-series kit, therefore there are no small bulges on the upper surface; the wheels are still the early



Revell H-279

version with hubs with spokes; all other details as per the F-series kit.

Fuselage: The same as the F-series kit; the only addition are the two bulges for on top of the cowls; these bulges are split in two parts; the small scoop on the starboard cowl has to be removed to install the bulges; the starboard side bulge lacks the secondary supercharger bulge or the small intake scoop between the two.

Tailplanes: Same as the F-series kit.

Engine: Same as the F-series kit.

Propeller: Same as the F-series kit.

Interior: Same as the F-series kit.

Detail: Same as the F-series kit.

Canopy: Same as the F-series kit, therefore no Erla Haube option.

Decals: The decals in both versions were have are not bad; the original (#H-279) only includes crosses and unique markings, there are no stencils, swastikas or instrument panel; the later version (#4772) has a full set of airframe and drop tank stencils, but still no swastikas; the options in each kit are as follows:

#H-279: 'White <<' with a Green Heart (JG54) motif, but the instructions in those days did not have a separate set of diagrams for the markings, so it is not identified in any other way

#4772: 'Red 1', flown by Maj. Hermann Graf, JGr.50, October 1943; FM+BB, the Buchon restored to airworthiness as a G-6 by MBB, München in the 1980s.

Verdict: At least with these kits they claim to be a G-series, unlike the so-called 'F' versions. All my comments on the F-series apply here also though, so these are best left to the collector nowadays as there are far better and more modern versions of the G-6 in 1/32nd scale.

Revell, Germany

Bf 109G-series (New tooling)

Revell announced their intention to produce a New tooling of the G-series in this scale in 2012, but they did not actually release the first kit (G-6 'Late & Early Versions #04665) until mid-2013. This was then followed by the G-10 Erla 'Bubi Hermann' (#04888) in 2014. As both kits share common sprue elements, we will assess them both together using the G-6 as the basis and pointing out the differences in the G-10 kit.

Plastic: Light grey-coloured plastic with engraved panel lines and details, rivets on underside of wings only.

Wing: Moulded with upper regions split into inner and outer panels with the lower surface done in two parts and therefore each having half of the centre-section with it; overall span and shape good; inner (upper) panels separate, as these contain the small bulges over

the wheel wells on the G-6 and the long bulges for the G-10; the small bulges seem to be too tapered at the rear and I am not convinced by their overall shape; split flaps, landing flaps and ailerons moulded separately, dimensions of all are good; separate leading edge slats with option for these to be posed open or closed; ailerons feature raised detail, straight (rib tapes) with lines of dashes to represent stitches underneath, seems a bit heavy for the scale; underside of ailerons features a raised disc in between every rib tape, could be drains, but not shown on any period documents or modern plans; landing flaps lack any rivet detail; raised area either side of the tip joint top and bottom, again not on any period documents or modern plans; round panel with four rows of fixtures on underside, just in front of radiator and alongside the spar bolt bulges, not on documents/plans; radiators have separate front lip and interior detail; split flaps only shown in closed position, although they are supplied as separate upper and lower parts and have interior detail; separate base in wing to allow the fitment of a 'Morane Mast' for



Revell 04665

the later versions or to blank this off for the early version; separate tip lights in clear plastic; wheel well position and size/shape good; inner (oleo) section of wheel well moulded in situ with wing half and features the oval holes in this region; inner wheel well is made up of separate parts with associated lightening holes etc. (don't forget to paint inside of wings black before starting, otherwise the light grey plastic will be very visible through these holes); main wheel diameter good; separate tyres with or without cross-ply tread pattern; separate hubs of two styles, plain flanged edge or plain with bolts; oleo legs in two parts with separate compression linkage (no tie-down eyelets); undercarriage doors have interior detail; kit comes with an option to have the undercarriage up, although no display stand is included; separate pitot tube.

Fuselage (G-6): Moulded with upper part of vertical fin and rudder separate; separate tail and rudder allows standard or tall version to be included; both styles of rudder feature those rib tapes and stitches (the latter are less obvious on the starboard side than the port?); tall tail has adjustable trim tab with separate linkage (G-6 late and G-10), plus two fixed trim tabs – upper fixed one looks too short, but instructions tell you to cut both off with the G-6 anyway; two styles of rudder are included in the G-10 kit, one with and one without the two fixed trim tabs; rear formation light moulded with rudder; exhausts separate but

very basic in shape and detail (solid outlets); separate sides for the engine cowls and two styles of upper cowl; upper cowl has different styles to the shape at the rear of the trough (one flat, one sloped); gun barrels in upper cowl separate, moulded with perforated barrels in partial relief and set to be level with one-another; three styles of side cowl sections, one has the secondary compressor bulge moulded into it (late), the other does not (early), have to say the secondary bulge does not look the right shape or pronounced enough; no hole for the starter handle; separate cowl bulges, which look very flat for this scale; two intake scoops at front of engine cowls, but these are solid; fixed tailwheel unit, moulded as multi-part with the wheel separate from the yoke; tailwheel tyre sidewalls lack any detail, which in this scale probably would be visible, hub detail good though; separate oil cooler, with interior detail and separate rear flap; two-part separate supercharger intake, overall size good, but the rear fairing slope is too flat viewed from the top, resulting in the unit being a bit thin at that point, also no weld seam; to allow different versions to be built, the two panels directly under the cockpit region are separate, the front has the two ejector ports for the cowl guns in it, the rear one the vents for the MG 151/20 (again remember to paint the area behind these black before installing the former, otherwise the light grey plastic will show through); separate D/F loop with base.

Fuselage (G-10): Moulded with upper part of vertical fin and rudder separate; forward section moulded to depict the revised bulges of this series; oddly the port fuselage half does not have as pronounced refined bulge as on the starboard side, nor does it have the panel line etc. associated with it; all the various access panels of the type are correctly depicted; the tailwheel recess is blocked off and a separate long oleo unit supplied, once again with leg/yoke and wheel separate; revised supercharger intake of larger overall size; larger oil cooler; IFF pole antenna missing, but instructions tell you to make one from stretched sprue 0.3mm diameter x 11mm long and shows you where to attach it (oops, Revell obviously forgot that bit!).

Tailplanes: Separate tailplanes and elevators; span and profile good for both; tailplanes have panel lines that match scale plans, but also feature raised oblongs near the leading edge root and trailing edge outer hinge, which do not appear on any documents or scale plans; elevators feature the same raised ribs and stitches of the ailerons, plus the raised discs on the underside in between each rib at the trailing edge.

Engine: None supplied.

Propeller: Separate blackplate, blades and spinner; backplate and additional front plate used to retain individual blades, no attempt to accurately reproduce the propeller hub instead; spinner diameter good, but once again the profile just does not look bulbous enough; cannon tube a hole, with no corresponding pipe inside (just open to expose that odd blade retention set-up inside); blade profile for wide (G-6) and very wide (G-10) versions included in either kit.

Interior: Options for early and late interiors; floor with separate rudder pedals



Revell 04888

and kick-plates; two styles of engine cannon breech cover (MK 108 style is the one used by just about every kit manufacturer for either gun, but Revell show a completely different elongated style for the MG 151/20 cannon); separate control column; rear bulkhead with moulded seat back and separate seat pan; sidewalls as separate parts with fuel feed line in clear plastic; instrument panel with raised detail and decal; early (Revi 12) and late (Revi 16) gunsights in clear plastic; latter gunsight suffers from large ejection stubs at various locations, which all have to be removed; early (plain) and late (battery box) styles of upper rear bulkhead.

Detail: Two-part 300lt drop tank with the cleft in the rear underside; tank has the retaining strap moulded in situ, so it is a solid 'v' at the top, when it is really two separate straps meeting in the middle; separate ETC rack for drop tank with sway brace arms also separate.

Canopy (G-6): Option of standard and Erla Haube canopies; two styles of windscreen, one with two ventilation scoops, the other with one on the port side only; option for external armoured glass on windscreen(?); windscreen framework depicts the heavier style of the G-series; canopy lock handle separate; head armour depicted with curved top section only; no padding moulded to head armour; Erla Haube comes with head armour moulded in clear plastic; same short aerial mast used for both canopy types; antenna location shown in instructions, with lead-in correction show just ahead of vertical fin.

Canopy (G-10): Two styles of Erla Haube; one style of windscreen with a ventilation scoop on the port side only; head armour as per Erla Haube in G-6 kit; external armour glass included for windscreen like G-6

Decals: The decal sheet in the G-6 is designed by AirDOC, so should be accurate; carrier film is not glossy, more a satin finish, so in areas such as between the bars of the crosses, it is evident and will need removal; full set of airframe and drop tank stencils; tail band and spinner spiral supplied as decals; no swastikas; the options in the examples we have are as follows:

- #04665 Bf 109G-6: 'Black <<', flown by Hptm. Franz Dörr, Stab III./JG5, Gossen, May 1945; 'Black <<', flown by Hptm. Karl Rammelt, Stab II./JG51, Rumania, April 1944
- #04888 Bf 109G-10: 'White outline <<', flown by Maj. Erich Hartmann, JG52, April 1945; 'Yellow 7' with JG300 at Praha-Kbely air base, May 1945

Verdict: One of the most annoying aspects of

both kits is the instructions and the way the parts are numbered and laid out on the sprues. The former are not easy to use, the loose page layout means they can all too easily become a jumble, far better if they used the large fold-out style favoured by the Japanese or at least stapled the pages together. The latter comes about as a result of wanting to get as many variants from sets of tools, so you have lots of sprues of all sizes. That would be fine as the instructions helpfully label these as 'A', 'B' etc., problem is the parts are numbered 1 onwards and the parts do not run logically on the sprues, so you can get '1' on sprue 'A' and '2' on sprue 'K'! They could have overcome that by using the sprue letters and combining these with the part numbers in the instructions, so you have 'A1' and 'K2', but no, you can spend more time trying to find parts on the multitude of sprues than building the actual kit. Overall I have to say both kits leave me a little cold, they are over complex and contain various details that have you scratching your head then reaching for references, which then don't support what the kit shows. The mass of parts, complex parts breakdown, poor instructions and illogical part numbering system makes for difficult kits to build and regardless of their relatively low retail price as we write, these are not kits I would recommend to anyone except the more experienced amongst you. Good, but definitely no cigar, Revell.

Trumpeter, China

Bf 109F-series

Trumpeter released their first F-series kit, the F-4 (#02292) in 2010 and followed it with the F-4/Trop (#02293) in 2012. As both are basically the same kit, we will deal with them together and just point out any differences as we go.

Plastic: Medium grey-coloured plastic with raised panel lines and rivets.

Wing: One-piece lower and two upper halves; span correct; panel lines match scale plans, as do all access panels etc.; separate ailerons, landing flaps and split flaps; ailerons have raised ribs and webs, but these are a little too pronounced to be effective in the scale; aileron trim tab correct size/location; separate aileron mass balance weights; wings contain the drums for the MG 151s as option parts (no way to see them, so little point installing them); radiator good overall shape, with separate front 'lip' and internal detail; split flaps separate, separate pitot tube; leading edge slats separate (correct length); tip light bulbs moulded with wing, but the covers are separate clear parts; wheel wells have moulded oleo section, but lacks oval holes in it, whilst the main bay has detail for the roof section moulded into the underside of the upper wing



Trumpeter 02292

halves; oleo legs with separate brake lines (with etched retaining straps) and compression linkage; separate hubs with spoke detail; rubber tyres; mid-section contains the fuel tank to go under/behind the cockpit area.

Fuselage: Overall length and shape good; panel lines match scale plans; access panels etc. are all very much from the G-series; no fuel filler on port fuselage side; fuel filler on port upper fuselage/spine, that only applies to the G-series; oval access panel near tail on port side also applies to G-series; small blisters for umbrella mount on port side regardless of version; small square vent in the port side, below the cockpit that does not apply to any variant; two scoops on either side of nose only apply to the G-series; two-part supercharger intake of good overall size and shape; Tropical version has a multi-part dust filter with the cam doors moulded in the open position; separate oil cooler (good shape) with internal detail plus separate rear flap and linkage; separate main engine cowls with interior detail but things like the scoops etc. all relate to the G-series; retractable tailwheel leg with separate hub and rubber tyre; tailwheel well interior is open into the fuselage; separate rudder, with raised ribs and webs that are a bit too pronounced; trailing edge profile of rudder merges with trim tab and looks odd; tail formation light moulded in clear plastic; separate IFF rod antenna.



Trumpeter 02293

Tailplanes: Separate tailplanes and elevators; tailplane trailing edge profile is a bit too thin towards the tip; panel and rivet detail matches scale plans; elevator trailing edge tip profile curves too quickly, so this region is also a little skinny; trim tabs too long.

Engine: Multi-part main engine with separate exhaust stacks and even a MG 151 Motorkanone; engine bearers, mounts and supports for cowl mounted guns; complete oil tank wrapped around reduction casing, with balance pipework at top.

Propeller: Separate hub, blades, spinner and back plate; blades are correct length but the blade profile is wrong, especially at the root; spinner correct diameter, side profile bulbous; cannon tube in spinner correct size and drilled out; whilst the separate hub is nice, it is inaccurate and should be much thicker at the blade root pick-ups.

Interior: Upper decking with clear/grey plastic instrument panel, separate switches and a three-part gunsight (two clear); lower floor with moulded kick-plates, separate cannon breech cover and control column; rudder pedals as plastic or etched brass components,

seat pan as plastic or etched part; plastic and etched trim wheels; rear bulkhead with separate seat back; etched seat belts; separate sidewalls with distribution panel, oxygen regulator, throttle box etc.

Detail: Two-part 300lt drop tank with etched retaining strap and separate ETC rack; separate MG 151 cannon and gondolas, although there is no way of opening the gondola to show the cannon inside.

Canopy: Three-piece canopy; overall shape good, but the windscreen framework is too heavy and more akin to that of the G-series; lacks the additional armoured glass added to the windscreen on some machines; raised ring moulded in the middle of the front panel on each side of the hinged canopy, this should not be there as the small pin to slide back this panel is moulded near the front downward frame (in the middle); etched front edge for the main canopy, plus etched (curved top) head armour with separate padding; winding handle separate on hinged canopy section; grab rails in each corner of windscreen as separate parts; separate aerial mast.

Decals: These are well printed with good register and glossy carrier; colours tend to be a little bright; main markings on one sheet with a smaller separate one containing a set of airframe and drop tank stencils; swastikas are split in two; each kit has the following options:

- #02292 Bf 109F-4: 'Black <<' flown by Obstlt Gunther Freiherr von Maltzahn, JG 53, May 1942; 'White <<' flown by Hpym. Hans 'Assi' Hahn, III./JG2, Summer 1941; 'Black <o' flown by Hptm. Kurt Brandl II./JG3, spring 1942
- #02293 Bf 109F-4/Trop: 'Yellow 14', flown by Oblt Hans-Joachim Marseille, 3./JG27, North Africa, 1942; 'Yellow 12', flown by Josef Fritz, 6./JG3, Martuba, Libya, April 1942; 'White 6' of JG5

Verdict: Nice but no cigar, this kit is more of a G-2 (or G-2/Trop) with F-series decals than a true F-series airframe. You would have to go some filling and rescribing, as well as some additional detailing and correcting, so for many the Hasegawa ones, although more money, are a better option. Shame that, but Trumpeter does seem to have a habit of tripping over its own feet some times!

Trumpeter, China

Bf 109G-series

The G-series from Trumpeter began with the release of the G-2 (#02294) in 2010, followed by the G-6 'Early' (#02296 in 2011, G-2/Trop (#02295) in 2013, G-10 (#02298) in 2014 and the G-6 'Late' (#02297) in 2015. As their F-series kits were in reality Gs, we will just look here at how the differ and what therefore is correctly depicted for the G-series.

Plastic: Medium grey-coloured plastic with raised panel lines and rivets.

Wing: Same as F-series kits; small bulges to go on the upper wings above the wheel wells for the G-6 kit (we presume the G-10 has the long bulge option?); wheel hubs now plain versions; rubber main wheels now larger versions.

Fuselage: Same as F-series kits; twin scoops on either side of the front of the engine cowls are correct for the G-series; access panels now



Trumpeter 02294

applicable to this series (fuel filler moved to dorsal spine and oval panel on port side near tail); G-6 has the cowlings revised with the bulges on the back plus the starboard side one has the secondary compressor bulge and small intake scoop; rear bulges are add-on items to the existing cowling; cowl guns revised to MG 131s; long tailwheel oleo, with separate blanking plate to close off area inside fuselage; separate D/F loop for dorsal spine' rear bulkhead behind pilot has square projection at top

Tailplanes: Same as F-series kits.

Engine: None supplied.

Propeller: Same as F-series kits.

Interior: Same as F-series kits.

Detail: Same as F-series kits.

Canopy: Main hinged and aft sections

are the same as the F-series kits; windscreen unit is new, lacks the clear triangular panels at the base and has ventilation scoops in this region instead; G-6 and later have a new two-piece Erla Haube canopy with photo-etched surround and solid lower section to the head armour and a clear plastic upper section; short aerial mast mounted on top/rear of Erla Haube



Trumpeter 02297

Decals: As with the F-series the decals are well printed with good register and clear glossy carrier film; colours can often be a bit too bright; full airframe and drop tank stencils supplied on a separate sheet; swastikas are split in two; the decal options in the examples we had are as follows:

- #02294 Bf 109G-2: 'Black 2', flown by Gunther Rall, JG52, Russia, 1943; 'Yellow 1' of JG52, Russian, Summer/Autumn 1942; 'Black <- of JG3, 1942
- #02297 Bf 109G-6 (Late): 'White 5', 1./JG52, summer 1942; 'White 1', 7./JG53; 'Yellow 3' of the ANR; the decal options in this kit are not identified in any way in the instructions of painting guides

Verdict: Not bad kits, not greatly expensive and offering a mass of interior detail. There are a few details that some may view as contentious, but the whole series from the G-6 onwards is constantly being debated, so I would not worry too much about it. From the box these should built into quite impressive models, and they should be within the reach of all skill levels.

Trumpeter, China

Bf 109K-4 (#02299)

This was released in 2015 and is based on the G-10 tooling, so we will only cover here those aspects that differ.

Plastic: Medium grey-coloured plastic with engraved panel lines, details and rivets

Wing: The span is quoted as 308.1mm, which is a little short of the 310.1mm scale conversion of the real thing; components are the same as the G-series kits; has the outer doors for the main undercarriage bays, which lack any linkage and have a rather odd depiction of rather bulky hinges; separate long rectangular bulges on upper wing halves; main wheels with flat plain hubs, with raised bolts and valve stem; tyres are rubber and depict the wide versions with cross-wise raised 'ribs' that wrap around the tread and sidewalls; 'Morane Mast' under port wing with clear panel for its base fitted from inside the wing half during the early stages of construction.

Fuselage: This is quoted as being 283.4mm, which is over the 279.6mm conversion of the real thing; moulded in grey plastic from the cowl front ring to the rudder hinge line; correct overall length; panel lines match scale plans; most access panels correct, although the trapezoidal radio hatch has the top line at far too steep an angle; refined cowl bulges with correct panel lines on region aft of engine cowls; separate engine cowls with the correct cut-outs for the guns in the troughs; enlarged oil cooler with full interior detail like the G-series; wooden tall tail with separate rudder; rudder features the same raised ribs and engraved webs, which don't apply to this type of unit; rudder has one adjustable and two fixed trim tabs, the former with a separate linkage on the starboard side; tailwheel is made up of separate oleo/yoke and wheel hub with a rudder tyre; tailwheel doors are moulded separately – note that these doors only opened during extension and retraction of the tailwheel, so are fitted in the closed position; panel under the cockpit region with the MK 108 vents also has a separate panel ahead of it that in this version has the chutes for the MG 131 cowl guns; separate D/F loop with base for dorsal spine.

Tailplanes: These are the same as those in the G-2 kit.

Engine: Complete AS-series engine made up in a similar manner to the engine in the G-series; Motorkanone depicts the MK 108 (breach cover in cockpit is therefore correct style); curved engine bearers; enlarged supercharger on engine and enlarged two-part supercharger intake, although the intake lip is too thin in this scale.

Propeller: Made up in the same manner as the G-2 kit; has the very wide propeller blades.

Interior: Made up in the same manner as

the G-2; revised instrument panel (made up of clear, film and grey plastic still); Revi 16 gunsight with separate lenses; sidewall detail depicts the changes in relation to the G-series, although the fuel flow line is not in clear plastic.

Detail: 300lt drop tank and rack like the G-2; MG 151/20 gondolas also included although these are not quoted for use with the K-series and the cannon inside is just a basic shape; no ammunition feed details etc. and the access covers cannot be depicted open (just as well considering the basic nature of the cannon inside).



Trumpeter 02299

Canopy: Two-piece Erla Haube; overall shape and size good; frames are 'frosted' plastic; windscreen lower edges lack the simple pressed ventilation slits that were common on the K-series; cockpit lights and grab handles inside windscreen are separate parts; 'Galland' armour is supplied as an etched main unit into which goes a separate clear plastic 'armoured' glass panel; no aerial mast.

Decals: The decals in this kit are printed by Trumpeter, so they have perfect register with limited excess carrier film and they are very glossy; colours can be a bit bright at times; full set of airframe and drop tank stencils; swastikas split in two; the options in the kit are as follows:

- W/Nr.20499, 'Yellow 13' of an unidentified unit
- 'Black >>', Stab III./JG 52, 1945
- W/Nr.330176, 'Yellow 8', 2./JG 77

Verdict: Overall this is a good kit, very imposing in this scale and with enough detail out of the box to satisfy most. It is more detailed than the Hasegawa example and is a lot cheaper and there is plenty of scope to add more detail if you want as the size lends itself well to such work. The quality of mouldings, combined with the clear instructions and good decals, make this a kit that is suitable for all skill levels.

1/24th Scale

Trumpeter, China

Bf 109G-series

First to be released by Trumpeter in this scale were the G-2 (#2406), G-6 'Early Version' (#02407) and the G-10 (#02409) in 2003, followed by the G-6 'Late Version' (#02408) in 2004. We have the G-2 here for assessment.

Plastic: Medium grey-coloured plastic with engraved panel lines and rivets.

Wing: One-piece lower and two separate upper halves; span correct, shape good; ailerons, landing flaps, split flaps and leading

edge slats are separate; ailerons feature raised ribs with webs etc. as engraved lines (not really effective in this large scale); trim tabs correct size and location; wing tip lights moulded separately in clear plastic; most panel and rivets lines match scale plans, there is an oval access panel at mid-span on the underside that should not be there; vents for MG 151/20 Motorkanone on underside are engraved lines only, but their size/shape does not match the real thing; separate insert ahead of MG 151/20 vents which allows the cartridge chutes for the MG 131s to be shown, or as in this case, that area to be blanked over; wheel well shape is off, the lower arc of the well being straightened too soon, resulting in an angular look to the edge; inner (oleo) section of wheel wells has curved insert, but the oval holes in it are only in half relief; main wheel wells have detail on roof via the underside of the upper wing halves, but the sidewalls have no detail whatsoever; radiators good shape, have separate interior detail and front lip (which also includes the actuating hydraulic ram); main oleo legs are multi-part with internal springs, so they actually operate; separate compression linkage and brake line, plus the doors have interior detail; main wheels correct diameter with separate spoked hub and rubber tyres with cross-ply tread pattern; ammunition drums and feeds inside the wings for the MG 151 gondolas, but no way of ever showing these once the wing halves are joined; landing flaps and ailerons use the same metal rods and etched hinges to allow them to operate (very fiddly to construct); separate aileron mass balance weights; leading edge slats can be posed open.

Fuselage: Moulded from front cowl ring to rudder hinge; rudder separate with etched hinges and pins to make it movable; rudder has raised ribs and engraved webs, but like the ailerons, it does not really work in this scale; tail light is a separate clear component; tailwheel has two-part yoke for the wheel can be separate, and the wheel has a plastic hub and a separate rubber tyre; tailwheel recess is open to the fuselage interior, no bulkheads or other detail; region ahead of the cockpit and behind the engine is included and has the MG 17 cowl guns, although other detail in this area is a little sparse; two-part supercharger intake, which is correct length and the overall profile looks good too, no weld seam and the front intake lip is too thin, so cannot have any of the attachment holes that are in it; separate lower engine cowling with Fö 870 oil cooler, that has full interior detail within the cowling, including the hydraulic jack for the air flap etc.; separate main cowls, with correct shape to gun troughs (guns are correctly staggered inside); hinge along top of cowls is separate, so that the cowls can be posed open; IFF rod antenna; the fuselage halves and lower engine cowl (along with the supercharger intake and elevators) are also included in clear plastic, their use would be difficult though, as too many other parts added to them (e.g. oil cooler) are not, so a careful 'cutaway' is possible, but not a true 'clear view' version.

Tailplanes: Separate tailplanes and elevators; elevators have the same raised ribs and engraved webs as used on the rudder and ailerons; trim tabs correct size/location

Engine: Complete engine as multi-part unit

complete with ignition harness, Motorkanone, individual exhaust stacks (split in half so they are hollow), oil and hydraulic tanks and engine bearers – some of the colours quoted for elements of the engine unit are a bit odd, like RLM 65 for the ignition harness; complete oil tank to go around the front of the engine

Propeller: Separate backplate, hub, blades and spinner; spinner diameter correct; blade profile is too broad for the G-2, more like those used in the G-6 etc.; blade length is correct; spinner profile is good, may be slight too pointed in the last 1/4; cannon tube is hole in spinner and the hub inside has the tube projecting from it to link up with it

Interior: Floor with oval kick-plates, separate rudder pedals, control column, seat pan, trim wheel, cannon breech cover (the shape of this being the block one everyone used, but Revell have an elongated one for the MG 151/20 installation); instrument panel made up of grey and clear plastic with a film for the dials sandwiched in between; separate gunsight with clear lenses; sidewalls have moulded ribs etc. plus separate throttle box, oxygen hose/regulator and electrical distribution panel etc.

Detail: Two-piece 300lt drop tank with cleft in lower rear; no separate retaining strap for drop tank, this is moulded in situ, so is 'solid' at the very top; separate ETC rack for drop tank; MG 151 cannon gondolas with cannon and gondola as separate parts.



Trumpeter 02406

Canopy: Two sets of clear parts provided; three-piece standard canopy; overall shape and size is good; frames are shown as 'frosted' plastic; cockpit lights on either side of base of windscreen supplied as separate parts; grab handles in top of windscreen are separate; circular marks in the middle of the front panes on both sides of the main canopy are to mount the little projections (supplied as separate clear parts) used to slide these panels back on the real thing, but they should be nearer the front upright frame; separate canopy locking arm; windscreen front glazing has a clear round disc offset to starboard near the bottom.

Decals: The decals in the G-2 were done for Trumpeter by Aeromaster, so they have perfect colour and register and limited carrier film that is glossy; full set of stencils, including those for the drop tank; swastikas are multi-part; the options are as follows:

- 'Yellow 1', flown Oberst. Herman Graf, 9./JG52, Russia, summer/autumn 1942
- 'Black 13', flown by Oberst. Gunther Rall, 8./JG52, Russia, autumn 1942.

Verdict: This is an impressive kit, not just its

size, but the level of detail out of the box. Trumpeter have made a nice job of this version and having seen the G-10 built, we know they look good. It is certainly worth having and taking your time building.

Trumpeter, China

Bf 109K (#02418)

This version was released by Trumpeter in 2006 and has remained in their catalogue ever since.

Plastic: Medium grey-coloured plastic with engraved panel lines, details and rivets.

Wing: Same as the G-series kits; has the outer doors for the main undercarriage bays; long rectangular bulges on upper wing halves; main wheels with flat plain hubs, although the bolts and other details seem a little small and there is no valve cover; tyres are rubber and depict the wide versions; 'Morane Mast' under port wing with clear panel for its base fitted from inside the wing half during the early stages of construction.



Trumpeter 02418

Fuselage: Moulded in grey or clear plastic; from cowl front ring to rudder hinge line; correct overall length; panel lines match scale plans; most access panels correct, although the trapezoidal radio hatch has the top line at far too steep an angle; refined cowl bulges with correct panel lines on region aft of engine cowls; separate engine cowls with the correct cut-outs for the guns in the troughs; enlarged oil cooler with full interior detail like the G-series; tall tail with separate rudder; rudder features the same raised ribs and engraved webs, which don't apply to this type of unit; rudder has one adjustable and two fixed trim tabs, the former lacks separate linkage on the starboard side; tailwheel is made up of separate oleo/yoke and wheel hub with a rudder tyre; tailwheel doors are moulded separately, but because the fuselage halves are used for the G-14 the outline of the doors is not engraved on the outside of the fuselage, you have to cut them out following the engraved lines inside each fuselage half, then add the separate doors into the hole – note that these doors only opened during extension and retraction of the tailwheel, so you fit these new doors in the closed position; panel under the cockpit region which has the MK 108 vents has a separate panel ahead of it that in this version has the chutes for the MG 131 cowl guns; D/F loop and base for dorsal spine.

Tailplanes: These are the same as those in the G-2 kit.

Engine: Complete AS-series engine made

up in a similar manner to the engine in the G-series; Motorkanone depicts the MK 108 (breech cover in cockpit is therefore correct style); curved engine bearers; enlarged supercharger on engine and enlarged two-part supercharger intake (although the intake lip is still too thin in this scale).

Propeller: Made up in the same manner as the G-2 kit; has the very wide propeller blades.

Interior: Made up in the same manner as the G-2; revised instrument panel (made up of clear, film and grey plastic still); Revi 16 gunsight with separate lenses; sidewall detail depicts the changes in relation to the G-series, plus you have the fuel flow line in clear plastic

Detail: 300lt drop tank and rack like the G-2.

Canopy: Two sets of clear parts provided; two-piece Erla Haube; overall shape and size good; frames are 'frosted' plastic; windscreen lower edges lack the simple pressed ventilation slits that were common on the K-series; cockpit lights and grab handles inside windscreen are separate parts; Galland armour is supplied as a solid grey plastic part, there is no clear piece to go in the middle, although you can cut this out and 'glaze' it yourself because there is only a thin layer of plastic at this point; no aerial mast.

Decals: The decals in this kit are printed by Trumpeter, so they have perfect register with limited excess carrier film and they are very glossy; colours can be a bit bright at times; full set of airframe and drop tank stencils; swastikas split in two; red tulips for nose and white spiral for spinner supplied as decals; the options in the kit are as follows: 'Black <<' of Stab.I./JG52, Deutsch Brod, Czechoslovakia, May 1945; 'Black 4' of Stab JG52.

Verdict: A great kit, very imposing in this scale and with enough detail out of the box to satisfy most. If you want to add more there is plenty of scope and the size lends itself well to such work. The quality of mouldings, combined with the clear instructions and good decals, make this a kit that is suitable for all skill levels.

Bf 109F to K (inc. Z-series) – Kit List

Appendix

Below is a list of all static scale construction kits produced to date of the late Bf 109 series; we have not included those *Planned but never released*, or those planned and not released to date. This list is as comprehensive as possible, but if there are amendments or additions, please contact the author via the Valiant Wings Publishing address shown at the front of this title.

Note: All kits are injection moulded plastic unless stated otherwise.

1/83rd or smaller

- Airfix (ex-Doyusha) 'MiniKit' 1/100th Bf 109F #A50072 (2008)
- Busch 1/132nd Bf 109F #1401 (early 1960s)
- Eduard 1/144th Bf 109F #4405 (1999)
- Eduard 1/144th Bf 109G #4406 (1999)
- Eagle/Eagleware (ex-Vulcan) 1/98th Messerschmitt Bf 109G #3 (1950s to 1963) – *Eagle from mid-50s to 1962, then Eagleware*
- Eldon (ex-Marusan) 1/100th Bf 109G #021 (1968)
- Faller 1/83rd Messerschmitt Bf 109F #1109 (1960s)
- Fuji (copy of Marusan kit) 1/100th Messerschmitt Bf 109G #063 (late 1960s-early 1970s)
- Hobby Miniatures [ex-Busch] 1/132nd Bf 109F #4023 – *Also sold under the Jet & Gay-Gem labels*
- Mark I Models (ex-Eduard) 1/144th Bf 109G-1/G-2 #MKM14415 (2013) – *2x kits in box*
- Mark I Models (ex-Eduard) 1/144th Bf 109G-4 #MKM14416 (2013) – *2x kits in box*
- Mark I Models (ex-Eduard) 1/144th Bf 109G-5/G-6 #MKM14417 (2013) – *2x kits in box*
- Mark I Models 1/144th Bf 109G-10 'Late Gustav' #MKM14472 (2020) – *2x kits in box – Also carried the Jach logo on the box*
- Mark I Models 1/144th Bf 109G-10/Avia C-10 'Vigorous Fighter' #MKM14473 (2020) – *2x kits in box – Also carried the Jach logo on the box*
- Mark I Models 1/144th Bf 109K-4 'Kurfürst' #MKM14474 (2020) – *2x kits in box – Also carried the Jach logo on the box*
- Marusan 1/100th Bf 109G #7050 (1950s-1970s) Also #7052 – *Quoted scale is*

accurate as possible, but does not reflect that stated on the box

- Nakamura (ex-Sanwa) 1/95th Messerschmitt Bf 109G #N/K (early 60s – late 70s)
- Roskopf Miniatur-Modelle 1/100th Messerschmitt Bf 109G-6 #62 (early 1980s) – *Production ceased by 1990s*
- Sweet 1/144th Bf 109F-4 'Winter Version' #14113 (2007)
- Sweet 1/144th Bf 109F-4 'Barbarossa Summer Version' #14115 (2007)
- UPC (Universal Powermaster Corp.) (ex-Marusan) 1/100th Bf 109G #7050 – *All kit production ceased in the early 1970s*
- Vulcan 1/98th Bf 109G #2 (mid-1950s to 1957)
- WSW Modellbau [res?] 1/87th Bf 109G #W-001 (2002/3)
- Zvezda 1/144th Bf 109F-2 #6116 (2011) – *Snap-together kit*

1/72nd

- Academy Bf 109G-6 #1670 (1999) – Reissued as 12467 in 2016
- Academy Bf 109G-14 #1653 (2001) – Reissued as 12454 in 2016
- Airfix Bf 109G-6 #Pat No.86 (1965) – Renumbered #01006-1 in 1973, as #61072-0 in 1982, #61072 in 1983, #961072 in 1985, #01072 in 1986, issued as a 'Starter Set' in 1995 #91072, included in 'The Historic Collection – WWII Fighter Classics' set in 1997 #9514, renumbered in 2008 as #A01072
- Airfix '90 Years of Fighters Triple Pack' #08656 (2004) – *Special Limited edition boxed set containing the P-38F/H, P-51D/K and Bf 109G-6 plus plait, glue etc.*
- Airfix Beaufighter & Me 109 'Dogfight Doubles' #Pat. No.D360F (1969) – Renumbered #03140-6 in 1973, reissued in 2001 #93143 (*inc paints & glue*), issued as a Gift Set #03143G in 2005, issued as the new-style Gift Set in 2008 #A50037
- Airfix Bf 109G-6 'Snap-n-glue' #61072-0 (1981) – *Revision of #01006-1*
- Airfix Bf 109G-6 #A02029 (2009) – *New tooling* – Reissue with decals for 9./JG53 and Swiss AF as #A02029A in 2014
- Airfix Bf 109G-6 #A02029B – *Announced for 2021 – Reissued of #A02029A with new decal options*
- Airfix (ex-Heller) Bf 109K #02092 (1990) – *Aircraft of the Aces' series*
- AML [Ltd inj] Bf 109K #72 026 (20055) – 'Upgraded' example as #72029
- A Model [Ltd inj] Bf 109F #7202 (1999)
- A Model [Ltd inj] Bf 109F-2 'RZ65' #7248 (2004)
- A Model [Ltd inj] Bf 109F-4 #72125 (2004/5)
- A Model [Ltd inj] Bf 109F-4/F-6 #72132 – (Announced 2004/5, released 2009) – *Depicted the F-4/R4/R5/B/Z/Trop and F-6 variants*
- A Model [Ltd inj] Bf 109K #7221 (1999)
- A Model [Ltd inj] FiSK 199 #7222 (1999)
- A Model [Ltd inj] Bf 109G-2 w/MG 151 #7236 (2001)
- A Model [Ltd inj] Bf 109F/RZ65 #7248 (2000)
- A Model [Ltd inj] Bf 109F-2/U #72186 (2009)
- A Model [Ltd inj] Bf 109Z #7215 (1998)
- A Model [Ltd inj] Bf 109Z #7217 (2010) – *New tooling*
- Arba Products [res/mtl/vac] Messerschmitt Bf 109F #None (1991)
- Arba Products [res/vac/mtl] Messerschmitt Bf 109G-6/U2 #None (1990)
- Arba Products [res/vac/mtl] Messerschmitt Bf 109G-10a #None (1990)
- Arba Products [res/vac/mtl] Messerschmitt Bf 109G-10b #None (1990)
- Arba Products [res/vac/mtl] Messerschmitt Bf 109G-14 #None (1990)
- Aurora (ex-Heller) 'Prestige Series' 1/72nd Bf 109G #6602 (early 1970s)
- Aurora (ex-Heller) 'Prestige Series' 1/72nd Bf 109K #6609 (early 1970s)

Notes

- inj – Injection Moulded Plastic
- ltd inj – Limited-run Injection Moulded Plastic
- mtl – White-metal (including Pewter)
- pe – Photo-etched metal
- res – Resin
- vac – Vacuum-formed Plastic
- (1999) – Denotes date the kit was released
- (1994->) – Date/s denote start/finish of firm's activities, the exact date of release of this kit is however unknown
- ex- – Denotes the tooling originated with another firm, the original tool maker is noted after the '-'



Mark I Ltd 144th
Bf 109G-1/G-2 (#14415)



Mark I Ltd 144th
Bf 109G-5/G-6 (#14417)



Mark I Models 144th
(#MKM14472)



Mark I Models 144th
(#MKM14473)



Mark I Models 144th
(#MKM14474)



Academy 72nd
Bf 109G-6 (#1670)



Academy 72nd
Bf 109G-14 (#1653)



Airfix 72nd Bf 109G and
Beaufighter Double



Airfix 72nd
Bf 109G-6 (#01072)



Airfix 72nd
Bf 109G-6 (#A02029A)



Airfix 72nd
(#A02029)



Airfix 72nd
Bf 109K (#02092)



AMG 48703
Bf 109G-6 with FuG 217



Amodel 72nd
Bf 109W-1 (#7275)



Amodel 72nd
FiSK 199 (#7222)



Arba 72nd
Bf 109G-6 U2



Arba 72nd
Bf 109G-14



AZ Model 72nd
Bf 109G-0 (#AZ7545)



AZ Model 72nd
Bf 109G-1 (#AZ7465)



AZ Model 72nd
Bf 109G-2 #AZ7466



AZ Model 72nd
Bf 109G-2 Trop (#AZ7467)



AZ Model 72nd
Bf 109G-4 (#AZ7469)



AZ Model 72nd
Bf 109G-5 (#AZ7445)



AZ Model 72nd
(#AZ7448)



AZ Model 72nd
(#AZ7460)



AZ Model 72nd
(#AZ7508)



AZ Model 72nd
(#AZ7704)



AZ Model 72nd
#AZ7466



AZ Model 72nd
Bf 109G-10 JG52 (#7501)



AZ Model 72nd
Bf 109H-0 (#AZ7540)



Fine Molds 72nd
Bf 109F-2 (#FL1)



Fine Molds 72nd
Bf 109G-6 (#FL17LM)



Fine Molds 72nd
Bf 109G-6 Finland (#FL14)



Fine Molds 72nd
Bf 109G-10 (#FL11)

- A+V Models [res/mtl/pe/vac] Bf 109K-12 #AV 073 (1997)
- AZ Model [ltd inj] Bf 109F-2 'Aces' #AZ7530 (2016)
- AZ Model [ltd inj] Bf 109F-2 'JG 54' #AZ7532 (2016)
- AZ Model [ltd inj] Bf 109F-4 'Aces' #AZ7531 (2016)
- AZ Model [ltd inj] Bf 109F-4 'Hungarian' #AZ7563 (2016)
- AZ Model [ltd inj] Bf 109F-4 'JG 54' #AZ7536 (2016)
- AZ Model [ltd inj] Bf 109F-4 Friedrich 'Captured' #AZ7587 (2018) – Decals for 2x RAF and 1x USAAF
- AZ Model [ltd inj] Bf 109F-4 'JG3' #AZ7626 (2019)
- AZ Model [ltd inj] Bf 109F-4 'JG27 H.J. Marseille' #AZ7629 (2019)
- AZ Model [ltd inj] Bf 109F-4 'JG5 Eismeer' #AZM7685 (2021)
- AZ Model [ltd inj] Bf 109F-4 'In Spanish Service' #AZM7686 (2021)
- AZ Model [ltd inj] Bf 109F-4 'H.J. Marseille' #AZM7800 (2021)
- AZ Model [ltd inj] Bf 109F-4/B 'Fighter-Bomber' #AZ7602 (2018)
- AZ Model [ltd inj] Bf 109F-4/R1 'Cannon Pod' #AZM7687 (2021)
- AZ Model [ltd inj] Bf 109F-4/Z #AZ7533 (2016)
- AZ Model [ltd inj] Bf 109G-0 'V-tail Prototype' #AZ7545 (2016)
- AZ Model [ltd inj] Bf 109G-0/R6 'V-tail' #AZ7546 (2017)
- AZ Model [ltd inj] Bf 109G-0 V-tail 'Aces' #AZ7547 (2017)
- AZ Model [ltd inj] Bf 109G-1 'The First Gustav' #AZ7465 (2014)
- AZ Model [ltd inj] Bf 109G-2 Trop #AZ7467 (2014)
- AZ Model [ltd inj] Bf 109G-2 'Early Gustav' #AZ7466 (2014)
- AZ Model [ltd inj] Bf 109Ga-2 'Romanian Service' #AZ7488 (2014)
- AZ Model [ltd inj] Bf 109G-2 'Aces' #AZ7489 (2014) – Limited edition
- AZ Model [ltd inj] Bf 109G-2 Captured Planes' #AZ7496 (2014) – Limited edition
- AZ Model [ltd inj/pe] Bf 109G-2/G-4/G-6/G-14 'Joy Pack' #AZ7704 (2015) – This included 3x kits but no decals
- AZ Model [ltd inj] Bf 109G-3 'High Altitude Gustav' #AZ607 – Announced 02/2019
- AZ Model [ltd inj] Bf 109G-4 'Gustav 4' #AZ7469 (2014)
- AZ Model [ltd inj] Bf 109G-5/G-6/G-14 'Joy Pack' #AZ7703 (2014) – Box contained sprues for each version, but no decals
- AZ Model [ltd inj] Bf 109G-5 'Early' #AZ7445 (2013) – Reissued, same kit number, 2016
- AZ Model [ltd inj] Bf 109G-6 'Finnish AF' #AZ7434 (2013) – Reissued, same kit number, 2016
- AZ Model [ltd inj] Bf 109G-6 Late 'Over Finland' #AZ7517 (2016)
- AZ Model [ltd inj] Bf 109G-6 #AZ7446 (2013)
- AZ Model [ltd inj] Bf 109G-6 'JG 52 Experten' #AZM7452 (2013) – Limited edition
- AZ Model [ltd inj] Bf 109G-6 'JG 53' #AZM7453 (2013) – Limited edition
- AZ Model [ltd inj] Bf 109G-6 'JG 54' #AZM7454 (2013) – Limited edition
- AZ Model [ltd inj] Bf 109G-6 'JG 5 Eismeer' #AZM7455 (2014) – Limited edition
- AZ Model [ltd inj] Bf 109G-6 'JG 3' #AZM7456 (2014) – Limited edition
- AZ Model [ltd inj] Bf 109G-6 'JG 300 Wilde Sau' #AZM7457 (2014) – Limited edition
- AZ Model [ltd inj] Bf 109G-6 'JG 300 Wilde Sau Part III' #AZM7628 (2019) – Limited edition (500 worldwide)
- AZ Model [ltd inj] Bf 109G-6 'Danubian Users' #AZM7458 (2014) – Limited edition
- AZ Model [ltd inj] Bf 109G-6 'Italian Service' #AZM7459 (2014) – Limited edition
- AZ Model [ltd inj] Bf 109G-6 'Swiss Service' #AZM7490 (2015) – Limited edition
- AZ Model [ltd inj] Bf 109G-6 'Alfred Onboard' #AZM 7596 (2018)
- AZ Model [ltd inj] Bf 109G-6 'Slovak Sq. 13, 26 June 1944' #AZ7625 (2019)
- AZ Model [ltd inj] Bf 109G-6 'JG 300 Wilde Sau' #AZ7627 (2019)
- AZ Model [ltd inj] Bf 109G-6 'Bulgarian Air Force' #AZ7632 (2019) – Limited edition (500 worldwide)
- AZ Model [ltd inj] Bf 109G-6/AS 'Reich Defence' #AZ7508 (2015) – Limited edition
- AZ Model [ltd inj] Bf 109G-6/AS 'Special Markings' #AZ7509 (2015) – Limited edition
- AZ Model [ltd inj] Bf 109G-6AS 'Höhenjäger' #AZ7507 (2016)
- AZ Model [ltd inj] Bf 109G-6/R6 #AZ7460 (2013)
- AZ Model [ltd inj] Bf 109G-6 Trop #AZ7511 (2016)
- AZ Model [ltd inj] Bf 109G-6/U/N4 with FuG 350 Naxos #AZ7614 (2019)
- AZ Model [ltd inj] Bf 109G-8 #AZ7447 (2013)
- AZ Model [ltd inj] Bf 109G-10 Erla 'Block 49 Early' #AZ7615 (2019)
- AZ Model [ltd inj] Bf 109G-10 'Erla Late Block 15xx' #AZ7611 (2019)
- AZ Model [ltd inj/pe] Bf 109G-10 'JG52 (Diana)' #AZ7501 (2015)
- AZ Model [ltd inj/pe] Bf 109G-10 (WNF) #AZ7502 (Released 2015)
- AZ Model [ltd inj/pe] Bf 109G-10 'Special Markings – Diana' #AZ7503 (Released 2015)
- AZ Model [ltd inj] Bf 109G-12 'Based on Bf 109G-6' #AZ7610 (2019)
- AZ Model [ltd inj] Bf 109G-12 'Based on Bf 109G-4' #AZ7616 (2019)
- AZ Model [ltd inj/pe] Bf 109G-14 'Early' #AZ7481 (2013)
- AZ Model [ltd inj] Bf 109G-14 'Erla' (wooden fin) #AZ7448 (2013)
- AZ Model, [ltd inj] Bf 109G-14AS 'Reich Defence' #AZ7521 (2016)
- AZ Model [ltd inj] Bf 109G-14AS 'Reich Defence' #AZ7657 (Announced as #AZ7652, revised to #AZ7657 and released 2020) – Redesigned fuselage parts
- AZ Model [ltd inj] Bf 109G-14AS 'In Foreign Service' #AZ7522 (2016)
- AZ Model [ltd inj] Bf 109G-14AS 'Reich Defence' #AZ7657 (2020) – Redesigned fuselage parts
- AZ Model [ltd inj] Bf 109G-14AS 'Reich Defence' #AZ7642 (2020)
- AZ Model [ltd inj] Bf 109G-14AS 'JG300' #AZ7656 (2020) – Redesigned (new) fuselage parts
- AZ Model [ltd inj] Bf 109H-0 'Höhenjäger' #AZ7540 (2016)
- AZ Model [ltd inj] Bf 109H-1/R6 #AZ7542 (2016)
- AZ Model [ltd inj] Bf 109H-1 'Nachthöhenjäger' #AZ7543 (2016)
- AZ Model [ltd inj] Bf 109K-6 'Kurfürst' #AZ7600 (2018)
- AZ Model [ltd inj] Bf 109K-14 'Kurfürst 'Aces' #AZ7601 (2018)
- Bienengraber (ex-Frog) Bf 109F #F192F (1969-74)
- Bilek (ex-Italeri) Bf 109F-2 'Hahn' #904 (2003)
- Bilek (ex-Italeri) Bf 109F-4 'Philipp' #906 (2003)
- Bilek (ex-Italeri) Bf 109F-2/Trop 'Marseille' #908 (2003)
- Bilek (ex-Italeri) Bf 109F-2 'Barkhorn' #913 (2003/4)
- Czechmaster [res] Bf 109Z Zwilling #170* (1995) – *Item number was probably added by the UK importer
- [Luis] Congost 1/72nd (ex-Frog) Messerschmitt Bf 109F #4001 (late 1970-80s)
- Continental Models (ex-Airfix) 1/72nd Bf 109G-6 #N/K (late 1950s)



Fine Molds 72nd
Bf 109K-4 Hartmann



Hasegawa 72nd
Bf 109G-6 (#AP17)



Hasegawa 72nd
Bf 109G-14 (#AP18)



Hasegawa-Minicaft 72nd
Bf 109G (#108)



HobbyBoss 72nd
Bf 109G-2 Trop (#80224)



HobbyBoss 72nd
Bf 109G-6 Early (#80225)



HobbyBoss 72nd
Bf 109G-10 (#80227)



Italeri 72nd
Bf 109F-2/F-4 (#053)



Italeri 72nd
Bf 109G-6 (#063)



Maquette 72nd
Bf 109G-10R2 (#MQ-7236)



Minicaft-Hasegawa 72nd
Bf 109G (#1108)



MPM 72nd Bf 109G-12
Upgraded kit (#72127)



MPM 72nd
Bf 109H-1 (#72069)



Oliver Mark 72nd
Bf 109H



Pegasus 72nd
Bf 109H (#2015)



Pro-Modeller R-M 72nd
Bf 109G-10 (#85-5940)



Remus 72nd
Bf 109F



Revell 72nd
Bf 109G-10 (#04107)



RS Models 72nd
Bf 109Z (#7215)



Smer 72nd
Bf 109G-14 (#0861)



Tamiya 72nd
Bf 109G (#60790)



Zvezda 72nd
Bf 109F-2 (#7302)

- Eduard Messerschmitt Bf 109F #TBA – *Whole series of kits announced 03/2019 (specific variants TBA)*
- Eduard Bf 109G #TBA – *Whole series of kits announced 03/2019 (specific variants TBA)*
- Eduard Messerschmitt Bf 109K #TBA – *Whole series of kits announced 03/2019 (specific variants TBA)*
- Encore (ex-Heller) Bf 109G-2/5/6/Trop #1002 (1993)
- Fine Molds Bf 109F-2 #FL1 (2005)
- Fine Molds Bf 109F-2 'Werner Mölders' #FL1SP (2005)
- Fine Molds Bf 109F-2/Trop #FL-5 (2004/5) – *Revised in 2007 to 'Bf 109F-4/Trop 'Hans-Joachim Marseille'*
- Fine Molds Bf 109F-4 #FL2 (2005)
- Fine Molds Bf 109F-4/Trop #FL3 (2004/5) – *Deleted from 2007 catalogue*
- Fine Molds Bf 109G-2 #FL6 (2004/5) – *Catalogue lists as #FL4, but box was marked as #FL6*
- Fine Molds Bf 109G-2/R2 'Grünherz' #FL-18 (2010)
- Fine Molds Bf 109G-4 #FL-7 (2005)
- Fine Molds Bf 109G-4/R6 'Erich Hartmann' #FL13 (2007)
- Fine Molds Bf 109G-6 #FL-8 (2005)
- Fine Molds Bf 109G-6 #FL-9 (2005) – *Deleted from 2007 catalogue*
- Fine Molds Bf 109G-6 'Axis Powers of WWII Pt.1' #FL16LM (2007) – *Limited edition*
- Fine Molds Bf 109G-6 'Axis Powers of WWII Pt.2' #FL17LM (2007) – *Limited edition*
- Fine Molds Bf 109G-6 'Suomen Ilmavoimien' #FL14 (2007)
- Fine Molds Bf 109G-6 'Hartmann 1943' #75998 (2018) – *Limited edition*
- Fine Molds Bf 109G-6 'Regia Aeronautica' #75916 (2018) – *Limited edition*
- Fine Molds Bf 109G-10 'Regensburg Production' #FL11 (2007)
- Fine Molds Bf 109K-4 'Operation Bodenplate' #FL12 (2006)
- Fine Molds Bf 109K-4 'Hartmann's Final Combat' #FL15 (2007) – *Reissued in 2010*
- Frog Bf 109F #F192 (1968 – 1970) – *Reissued as #F192F (1969 – 1974), as #F426 (1974-*

- 1976) and as #F192 again (1976-1977) – Best selling Frog kit*
- Frog Blenheim Mk I & Bf 109F 'Combat Series' #F512 (1969 – 1972)
- Frog Beaufort & Bf 109F 'Combat Series' #F520 & F530 (1973 only)
- Hasegawa Bf 109G #JS-108 (1973-1977) *By 1977 this was #A26*
- Hasegawa Bf 109G 'RAM Power Diorama Series' #RM11 (1987) – *No confirmation this was ever actually released*
- Hasegawa Bf 109G-6 #AP17 (1993) – *New tooling*
- Hasegawa Bf 109G-6 'Graf' #AP106 (1994) – *Export market only*
- Hasegawa Bf 109G-6 'Finnish Air Force' #AP107 (1994) – *Export market only*
- Hasegawa Bf 109G-6 'Eastern Front' #AP119 (1996) – *Export market only*
- Hasegawa Bf 109G-6 'Grislawski' #00267 (2001) – *Limited edition*
- Hasegawa Bf 109G-6 'Barkhorn' #00278 (2001) – *Limited edition*
- Hasegawa Bf 109G-6 'Finnish Air Force Aces Combo' #02259 (2018) 2x kits – *Limited edition*
- Hasegawa B-239 Buffalo & Messerschmitt Bf 109G-6 'Finnish Air Force' #02279 (2018) – *Limited edition*
- Hasegawa Bf 109G-6 & G-14 'Hartmann' #AP173 (1999) [2x kits] – *Limited edition – Reissued as Messerschmitt Bf 109G-6/G-14 'Hartmann Combo' #01901 in 2010*
- Hasegawa 'Strike Witches Erica Hartmann w/ Bf 109G-6' #SP409 [and #52209] (2019)- *Contains kit and a 1/20th scale resin figure*
- Hasegawa Bf 109G-14 #AP18 (1994)
- Hasegawa Bf 109G-14 'Finland Postwar' #00707 (2004) – *Limited edition*
- Hawk Bf 109G-2 #6-29 – *Later reissued as #6-39, then #06, then #6*
- Hawkeye Designs [res/mtl/pe] Bf 109G-10B #209 (1997)
- Heller Bf 109F #L081 (1973) – *Renumbered #232 in 1974 and #80232 in 1987, reissued as this number in 1993 and reissued as a 'Rapid Kit' in 2000 #59232*
- Heller Bf 109G #076 (1975/6) – *Renumbered #230 (1970s), then #80230 in 1987*

- Heller (ex-Airfix) Bf 109G-6 'Classic Kit' #79772 (1992)
- Heller (ex-Airfix) Bf 109G-6 'Rapid Kit' #59772 (2000) – *Also as part of the 'Avions' set in 2000 #58010 with the Spitfire Ia and P-40E*
- Heller Bf 109K #074 (1976) – *Renumbered #80229 in 1987*
- HobbyBoss Bf 109G-2 #80223 (2005->) – *'Easy Model' range*
- HobbyBoss Bf 109G-2/Trop #80224 (2007) – *'Easy Model' range*
- HobbyBoss Bf 109G-6 Early #80225 (2005->) – *'Easy Model' range*
- HobbyBoss Bf 109G-6 Late #80226 (2005->) – *'Easy Model' range*
- HobbyBoss Bf 109G-10 #80227 (2005->) – *'Easy Model' range*
- Hobbycraft Bf 109G-12 #HC1322 – *Announced for 2000/2001, not released to date*
- Hobbycraft Bf 109G-3/-4 #HC1356 – *Announced 1996, not released to date*
- Hobbycraft Bf 109G-6 #HC1357 – *Announced 1996, not released to date*
- Hobbycraft Bf 109G-14 #HC1358 – *Announced 1996, not released to date*
- Hobbycraft Bf 109G-10 #HC1359 – *Announced 1996, not released to date*
- Hobbycraft Bf 109K-4 #HC1360 – *Announced 1996, not released to date*
- Hobby-Time Messerschmitt Me 109F #1003 (1950s) – *Made by the Western Coil & Electrical Company, Racine, Wisconsin, scale is probably 1/72nd*
- InTech, (ex-Frog) Bf 109F/G #T19 (1992->)
- InTech Bf 109F-4 #T33 (1997) – *New tooling?*
- InTech Bf 109G-6 #T34 (1997)
- InTech Bf 109G-6/R6 #T37 (1997)
- InTech Bf 109G-2/Trop #T40 (1997)
- InTech Bf 109G-14/AS #T45 (1998)
- InTech Bf 109G-12 #T47 (1998)
- Italeri 'War Thunder – Fw 190D-9 & Bf 109F-4' #35101 (2019)
- Italeri Bf 109F-2/F-4 #053 (1995)
- Italeri Bf 109G-6 #063 (1996) – *Reissued, same number, 2016*
- Italeri Bf 109G-6 'Speciale Italia' #6802 (1999) – *Special Limited edition kit with Italian AF markings in Italy and also seen in New Zealand, so may have*

also been available in the Far East/Asia/Australasia?

- Jo-Han Bf 109F-4/Trop/G-5 #A101 (1973-74)
- Kora (ex-AZ Model) Bf 109G with DB605AS 'Special III' #K72024 (2016)
- Kora (ex-AZ Model) Bf 109G-2 Trop 'over Sahara' #K72013 (2016)
- Kora (ex-AZ Model) Bf 109G-2/Bf 109G-4 Trop 'over Sahara' #K72014 (2016)
- Kora (ex-AZ Model) Bf 109G-2/R2 & G-6/R2 'Jabobombers in Axis service' #K72015 (2016)
- Kora (ex-AZ Model) Bf 109G-4/R1 & G-6/R1 'Jabo with bomb rack and SC205 bomb' #K72012 (2016)
- Kora (ex-AZ Model) Bf 109G-4/R3 and G-8/R3 #K72026 (2016)
- Kora (ex-AZ Model) Bf 109G-4 and G-6 (Early) 'Special I' #K72021 (2016)
- Kora (ex-AZ Model) Bf 109G-4 and G-6 (Early) 'Special II' #K72022 (2016)
- Kora (ex-AZ Model) Bf 109G-6 'Wilde Sau in the German night sky' #K72010 (2016)
- Kora (ex-AZ Model) Bf 109Ga-6/G-6 'Hungarian Air Force' #K72107 (2019)
- Kora (ex-AZ Model) Bf 109G-6/R3/R6 'Night Defender of Axis Allies' #K72011 (2016)
- Kora (ex-AZ Model) Bf 109G-6 and Fw 44J 'Finnish Post War' #K72100 (2018)
- Kora (ex-AZ Model) Bf 109G-6/AS 'Finnish Air Force' #K72110 (2019)
- Kora (ex-AZ Model) Bf 109G-8/G-6 Jabo 'Finnish Air Force' #K72109 (2019)
- Kora (ex-AZ Model) Bf 109G-6/R3/R-BR21 w.WGr.21 Dodel #K72020 (2016)
- Kora (ex-AZ Model) Bf 109G-10 'Croatia' #K72027 (2016)
- Kora (ex-AZ Model) Bf 109G-10/U4 'Hungarian Air Force' #K72108 (2019)
- Kora (ex-AZ Model) Bf 109G-12/AS two-seat trainer #K72028 (2016)
- Kora (ex-AZ Model) Fieseler-Skoda FiSk 199 w/ SC500 & bomb rack #K72018 (2016)
- Kora (ex-AZ Model) Hirth Lastenträger & Messerschmitt Bf 109G-6 Mistel #K72019 (2016)
- Kovozávody Prostejov (KP) Bf 109G-6 'Hptm. Friedrich Eberle' #KPM CL7202 (2016) – *This was in the new 'Club Line' series – This is the ex-AZ Model tooling*
- Maquette Bf 109G-10/R2 #MQ-7236 (2002/3)
- Micro-Ace (ex-Arii/Otaki) Bf 109G #A333 (N/K) – Reissued in 2018 – *Used exactly the same box art/style as the Arii reissue, thus may be a brand name used by Arii*
- Mister Craft Bf 109F-2 'Hahn' #C-35 (2013)
- Mister Craft Bf 109F-4 'Hungarian AF' #C-84 (2013)
- Mister Craft Bf 109F-4/Trop 'Marseille' #C-40 (2013)
- Mister Craft Bf 109G-2 'Trautloft' #C-69 (2013)
- Mister Craft Bf 109G-2 'Ilvaloimat' #C-76 (2013)
- Mister Craft Bf 109G-4/R6 Trop 'Schiess' #C-88 (2013)
- Mister Craft Bf 109G-5 'Bakhorn' #C-107 (2013)
- Mister Craft Bf 109G-6/R6 'Bartels' #C-110 (2013)
- Mister Craft Bf 109G-5/R8 'Roten Jäger' #C-108 (2013)
- Mister Craft Bf 109G-6/R6 'Bomber Killer' #C-113 (2013)
- Mister Craft Bf 109G-6 #N/K (1991) – *Probably ex-Heller?*
- Mavi (Model Aviation) [vac] Bf 109G-6 #7009 (1993->)
- Mavi (Model Aviation) [vac] Bf 109G-14 #7009 (1993->)
- Mavi (Model Aviation) [vac] Bf 109F-4 #7041 (1993->)
- Minicraft (ex-Frog) Bf 109F #192 (1972)
- Minicraft (ex-Hasegawa) Bf 109G #1108 (1970s-1985)
- Modelcraft (modified ex-Frog) Bf 109G-4 #72-032 – *Not actually released?*
- MPM [Ltd inj/pe] Bf 109F #72027 – *Planned but never released*
- MPM [Ltd inj/pe] Bf 109G-12 #72031 (1997)
- MPM [Ltd inj/res] Bf 109G-12 'Upgraded kit' #72127 (1999)
- MPM [Ltd inj/pe] Bf 109H #72069 (1996)
- MPM [inj/res/pe] Bf 109H 'Upgraded kit' #72136 (2000)
- Oliver Mark Military Miniatures Co. [inj/res] Bf 109H Hohenjäger I #7232 (N/K) – *This is the Italeri Bf 109F kit with new resin wheels, u/c etc. to make the H-version*
- Pegasus [Ltd inj/mtl] Bf 109H #2015 (1996)
- Plasty Modelle (ex-Airfix) Bf 109G #N/K (50s-70s)
- Polistily [inj] Bf 109G-6 #KA.3 – *Kit production ended in 1979*
- Remus (ex-Frog) Bf 109F #1017 (1977-78)
- RES-IM (ex-AZ Model) Bf 109G 'Remarkable Gustavs' #7201 (2014)
- RES-IM (ex-AZ Model) Bf 109G 'Last Eagles' #7202 (2014)
- RetroWings (ex-AZ Model) Bf 109Z-2 Night Fighter #RTW 7201 (2020) – *AZ Models Bf 109G kits x2 plus new sprue for centre section*
- RetroWings (ex-AZ Model) Bf 109Z-1 Day Fighter #RTW 7202 (2020) – *AZ Models Bf 109G kits x2 plus new sprue for centre section*
- Revell (ex-Frog) Bf 109F – *This kit was one of nineteen Axis types sold to Revell Inc by Novo in 1977, of these eight (Bf 109F, Fw 190A, He 219A,*

- Ju 87G, Me 262A. MC.202 and Zero) were not released by Revell as they already had their own mould for the type in their own range*
- Revell (ex-Zvezda) Bf 109F-2 #03893 (2018)
- Revell Bf 109G-10 #04107 (1996) – Later renumbered #04160
- Revell D-Day 75th Anniversary Gift Set #03352 (2019) – *Contained P-51B Mustang (#04137), Bf 109G-10 (#04107), Sherman Firefly and Panzer IV plus vac-formed base*
- Revell 'Messerschmitt 100 Years Set' #05745 (1998) – *Included the Me 410A (ex-Italeri), Me 262, Bf 109G-10, Bf 110E-1 (ex-Monogram), plights, glue + poster*
- Revell 'Historic German Aircraft' #05714 (2011) – *Included the He 177, Bf 109G-10 and Fw 190A kits*
- Revell Bf 109G-10 & Spitfire Mk V 'Combat Series' #04152 (2000) – Reissued as #03710 in 2020
- Revell-Monogram 'Pro-Modeler' (ex-Revell) Bf 109G-10 #85-5940 (1997)
- RS Models [res] Bf 109Z Zwilling #7215 (1993->)
- RS Models [res] 1/72nd Fieseler-Skoda FiSK 199 #7237 (1993->)
- RS Models [res] Bf 109X #72131 (2002/3)
- RS Models [Ltd inj/res/pe] Bf 109X #92051 (2009)
- RS Models [Ltd inj/res/pe] Bf 109X #92085 (2010) – *Luftwaffe & UK decal options*
- RV Resin [res] Bf 109G-10 'V-Tail' #7202 (late 1998)
- RV Resin [res] Bf 109G-03 'V-Tail' #7212 (late 1998)
- Smer (ex-Heller) Bf 109F-4 #0859 (1998)
- Smer (ex-Heller) Bf 109G-6 #0860 (1998)
- Smer (ex-InTech) Bf 109G-14 #0861 (1998)
- Special Hobby (ex-AZ Model) Bf 109G-6 'Mersu over Finland' #SH72394 (2018)
- St, Michael Modelmaker (ex-Airfix) 'WWII Fighters set' #4002 (1978-9) – inc P-51B, Bf 109G & Spitfire Vb
- Tamiya Bf 109G-6 #60790 (Announced 2018, released 2019)
- Tamiya Bf 109G-6 #60790CH (06/2019) – *This was a reissue of #60790 (same box) marked as "Modell nach Schweizer Vorbild" (Model makes Swiss version)*
- Testors (ex-Hawk) Bf 109G #006 (1971->) – Reissued as #1002 in 2002/3
- Zlinek (ex-Ves-Model) Bf 109G-10/R2 #N/K (1996)
- ZTS Plastyk Bf 109G-2 #S049
- ZTS Plastyk Bf 109G-6 #S050
- Zvezda Bf 109F-2 #7302 (2012) – *Snap-together kit*



Airfix 48th
Bf 109F (#04101)



Eduard 48th
Bf 109G-2 (#82116)



Eduard 48th
Bf 109F-2 (#82115)



Eduard 48th
Bf 109F-4 (#82114)



Eduard 48th Bf 109F-4
Weekend Ed (#84146)



Eduard 48th
Bf 109G-5 (#82112)



Eduard 48th
Bf 109G-6 Early (#82113)



Eduard 48th
Bf 109G-6 Late (#82111)



Falcon 48th
Bf 109G-12 (#FA604)



Fujimi 48th
Bf 109G-10 (#J-4)



Fujimi 48th
Bf 109G-14AS (#J-3)



Fujimi 48th
Bf 109G-K (#P-1)



Fujimi 48th Bf 109K-4
(#J1)



Fujimi 48th Bf 109K-4
Herz As (#48009)



Hasegawa 48th
Bf 109F-2 (#J10)



Hasegawa 48th
Bf 109F-4 Trop (#J12)



Hasegawa 48th
Bf 109G-2 (#J13)



Hasegawa 48th Bf 109G-2
Finnish Air Force (#07329)

Academy 48th
(#12228)Airfix 48th
(#04101-4)Eduard 48th
(#11114)Eduard 48th
(#11116)Eduard 48th
(#11119)Eduard 48th
(#11125)Eduard 48th
(#11140)Eduard 48th
(#11148)Eduard 48th
(#82114)Eduard 48th
(#82118) 2022 reissueEduard 48th
(#82118)Eduard 48th
(#82119)Eduard 48th
(#82161)Eduard 48th
(#82163)Eduard 48th
(#82164)Eduard 48th
(#82165)Eduard 48th
(#84142)Eduard 48th
(#84143)Eduard 48th
(#84147)Eduard 48th
(#84148)Eduard 48th
(#84149)Eduard 48th
(#84168)

1/56th to 1/64th

- Bell Toys (ex-Lindberg) 1/64th Bf 109F #N/K (mid 1960s) – Issued in plastic bags
- Boycraft 1/64th Bf 109F #R407 (1956-8) – Label used by Lindberg
- Heller 1/56th Bf 109G #L031
- Lindberg 1/64th Bf 109F #307 (1950-1975) – Also #407, 415 & 586
- Model Toys (ex-Lindberg) 1/64th Bf 109F #407 (1956-1958)
- Pegaso, (ex-Olin/Lindberg) 1/64th Bf 109F #P302 (mid-1980s)
- Sunil (ex-Lindberg) 1/64th Bf 109F #N/K (1960s) – Issued as premiums (bagged) by this soap company

1/48th

- Academy (ex-Hobbycraft) Bf 109G-2/G-6 'JG27' #12321 (2017)
- Academy (ex-Hobbycraft) Bf 109G-6/AS 'JG27' #12342 – Announced 2021
- Academy (ex-Hobbycraft) Bf 109G-6 #2146 (2000)
- Academy (ex-Hobbycraft) Bf 109G-14 #1682 (2002)
- Academy (ex-Hobbycraft) Bf 109K-4 #12228 (2011) – Limited edition with brass gun barrels and pitot and Cartograf decals
- Airfix Bf 109F #04101-4 (Announced in 1977, not released until late 1979/early 1980) – Renumbered #04101 in 1983, reissued in 1988 as #04101 and again in 1997, renumbered in 2008 as #A04101
- Airfix Bf 109F & Supermarine Spitfire Mk Vb 'Dogfight Double' #A50014 (2011) – Exclusive to ModelZone, then on general release from 2012
- AMG (Arsenal Model Group) [ltd inj/pe/res/ma] Bf 109G-4/R-3 Reconnaissance Long Range #48704 – Announced 12/2018 – New tooling (America markings) – Cancelled?, as number reissued for late series Bf 109G-12 kit (see elsewhere)
- AMG (Arsenal Model Group) [ltd inj/pe/dec] Bf 109G-6/N FuG 217 'Neptun' #48703 (2017)
- AMG (Arsenal Model Group) [ltd inj/pe] Bf 109G-12 'Early Version' #48702 (2017)
- AMG (Arsenal Model Group) [ltd inj/pe/res/ma] Bf 109G-6 'Captured' #48708 (2019) – Russian markings
- AMG (Arsenal Model Group) [ltd inj/pe/res/ma] Bf 109G-6 'Captured' #48709 (29019) – America markings
- AMG (Arsenal Model Group) [ltd inj/pe/res/ma] Bf 109G-6/N with FuG 350 #48701 (2019)
- AMG (Arsenal Model Group) [ltd inj/pe/res/ma] Bf 109G-6/N with FuG 217 #48703 (2019)
- AMG (Arsenal Model Group) [ltd inj/pe/mtl] Bf 109G-6/U4N #48701 – Announced for 2018
- AMG (Arsenal Model Group) [ltd inj/pe/res/ma] Bf 109G-8 Reconnaissance #48707 – Announced 12/2018
- AMG (Arsenal Model Group) [ltd inj/pe/res/ma] Fieseler & Skoda FiSk-199/Messerschmitt Bf 109G-2/R-1 #48710 (2019)
- AMG (Arsenal Model Group) [ltd inj/pe/mtl] Bf 109G-12 – Early version #48702 (2018)
- AMG (Arsenal Model Group) [ltd inj/pe/res/ma] Bf 109G-12 Trainer – Late version #48704 (2019)
- Astrokit (ex-Fujimi) Bf 109G-6 'Italian & Luftwaffe aces' #48104 (1997)
- Arii [inj] Bf 109G-5/G-6/R2 #N/K (1986)
- A to Z Bf 109 #6218 (2018) – Build & Play series, was pre-painted and marked, the box top showed an E-series, but the parts were for the F-series
- Eduard 'Afrika Dual' Combo #11116 (2018) – Limited edition containing Bf 109F-4 & Bf 109G-2
- Eduard Bf 109F 'Royal Class' #R0014 (2016) – Includes parts for F-1, F-2, F-4, F-4 Trop and F-4B versions (two complete kits supplied)
- Eduard Bf 109F-2 'Weekend Edition' #84147 (2018)
- Eduard Bf 109F-2/F-4 'ProfiPACK' #8265 – Announced for 2014 – Never released, the F-series took until 2016 to be produced
- Eduard 'Operation Barbarossa' #11127 (2019) – Limited edition (Bf 109E & F-2)
- Eduard Messerschmitt Bf 109F-4 'ProfiPACK' #82114 (2016) – Reissued, same kit number, in 2021
- Eduard 'Mersu Bf 109G in Finland' #11114 (2018)
- Eduard 'Mersu Bf 109G in Finland' Bunny Fighter Club Edition #BFC023 (2018) – Limited edition for member of the Bunny Fighter Club
- Eduard Bf 109G 'Royal Class' #R0009 (2014) – Includes parts for G-2, G-4, G-6 and G-14 versions (three complete kits supplied)
- Eduard Bf 109G-2 'ProfiPACK' #82116 (2017)
- Eduard Bf 109G-2 'ProfiPACK' #82165 (2021)
- Eduard Bf 109G-2 'Weekend Edition' #84148 (2018)
- Eduard Bf 109G-2 'Overtrees' #82116X (2017) – Only available for a limited period directly from the Eduard website
- Eduard Bf 109G-2/ G-4 'Overtrees' #8276X (2015) – Only available for a limited period directly from the Eduard website
- Eduard Bf 109G-4 'ProfiPACK' #82117 (2017)
- Eduard Bf 109G-4 'Weekend Edition' #84149 (2018)
- Eduard Bf 109G-4 'Overtrees' #82117X (2017) – Only available for a limited period directly from the Eduard website
- Eduard Bf 109G-4 'Reznak' #BFC059 (2018) – Limited edition for member of the Bunny Fighter Club
- Eduard Bf 109G-5 #82112 (2016)
- Eduard Bf 109G-5 'Overtrees' #82112X (2016) – Only available for a limited period directly from the Eduard website
- Eduard Bf 109G-6 'ProfiPACK' #8268 (Announced for 2013, released 2014)
- Eduard Bf 109G-6 Early version 'ProfiPACK' #82113 (2016) – New tooling, correcting the errors made with #8268
- Eduard Bf 109G-6 Early 'Overtrees' #82113X (2016) – Only available for a limited period directly from the Eduard website
- Eduard Bf 109G-6 Late Series 'Overtrees' #82111X (2016) – Only available for a limited period directly from the Eduard website
- Eduard Bf-109G-6 'Weekend Edition' #84173 (2021)
- Eduard Bf 109G-6 Erla 'Weekend Edition' #82142 (2016)
- Eduard Bf 109G-6 'Dual Combo' Bunny Fighter Club kit with T-shirt #BFC019 (2016) – Limited edition for member of the Bunny Fighter Club
- Eduard Bf 109G-6 'Overtrees' #8275X (2014) – Only available for a limited period directly from the Eduard website

- Eduard Bf 109G-6 'Swiss Air Force' #BFC044 (2018) – Limited edition for member of the Bunny Fighter Club
- Eduard 'Wilde Sau Epizode Two: Saudammerung' 'Dual Combo' #11148 (2021) – 2x kits – Limited edition (Bf 109G-10 & G-14/AS of JG300, JG301 & JG302)
- Eduard 'Wilde Sau Epizode One: Ring of Fire' 'Dual Combo' #11140 (2020) – 2x kits – Limited edition (Bf 109G-5/6 of JG300, JG301 and JG302)
- Eduard Bf 109G-6/AS 'ProfiPACK' #82163 (2019)
- Eduard Bf 109G-6/AS 'Overtrees' #82163X (2019) – Only available for a limited period directly from the Eduard website
- Eduard Bf 109G-6/AS 'Gunther Specht' #BFC089 (2019) – Limited edition for member of the Bunny Fighter Club
- Eduard Bf 109G-10 Erla 'ProfiPACK' #82164 (2020)
- Eduard Bf-109G-10 Erla 'Weekend Edition' #84174 (2021)
- Eduard Bf 109G-10 Erla 'Overtrees' #82164X (2020) – Only available for a limited period directly from the Eduard website
- Eduard Bf 109G-10 Erla with rectangular upper wing surface bulges #BFC099 (2020) – Limited edition for member of the Bunny Fighter Club
- Eduard Bf 109G-10 Mtt Regensburg 'ProfiPACK' #82119 (2018)
- Eduard Bf 109G-10 Mtt Regensburg 'Overtrees' #82119X (2018) – Only available for a limited period directly from the Eduard website
- Eduard Bf-109G-10 Mtt. Regensburg 'Weekend Edition' #84168 (2020)
- Eduard Bf 109G-10 Mtt Regensburg 'Captured' #BFC049 (2018) – Limited edition for member of the Bunny Fighter Club
- Eduard Bf 109G-6 Mtt Regensburg 'Weekend Edition' #84143 (2017)
- Eduard Bf 109G-10 WNF/Diana 'ProfiPACK' #82161 (2019)
- Eduard Bf 109G-10 WNF 'Overtrees' #82161X (2018) – Only available for a limited period directly from the Eduard website
- Eduard Bf 109G-10 WNF/Diana 'Gigi' #BFC071 (2019) – Limited edition for member of the Bunny Fighter Club
- Eduard Bf 109G-12 'ProfiPACK' #TBA – Announced for 2019, not released to date
- Eduard Bf 109G-14 'ProfiPACK' #82118 (2017)
- Eduard Bf 109G-14 'Overtrees' #8277X (2015) – Only available for a limited period directly from the Eduard website
- Eduard Bf 109G-14 'Weekend Edition' #TBA – Announced for 2019, not released to date
- Eduard Bf 109G-14 'Overtrees' #82118X (2018) – Only available for a limited period directly from the Eduard website
- Eduard Bf 109G-14 'BFC edition' #BFC031 (2018) – Limited edition for member of the Bunny Fighter Club
- Eduard Bf 109G-14/AS 'Overtrees' #82162X (2019) – Only available for a limited period directly from the Eduard website
- Eduard Messerschmitt Bf 109K-4 'ProfiPACK' #TBA – Announced for 2019, not released to date
- Eduard 'Bodenplatte' #11125 (2018) – Limited edition containing Fw 190D-9 & Bf 109G-14/ Bf 109G-14AS
- Eduard 'Reichsverteidigung' #11119 (2018) – Limited edition containing Bf 109G & Fw 190A
- Elephanta Bf 109G/K #N/K (1995) – The firm closed down shortly after release of this kit
- Falcon Bf 109G-12 #FA603 (1997)
- Falcon Bf 109G-12 'Mid-range version' #FA604 (1998)
- Fujimi Bf 109G/K #5A-22 (1972/3) – By 1987 this was #P-1, then #30001 and in the Dogfight Series as #35511 in 1995, reissued as #30101 in 1998 and 300016 & P-1 in 2010 catalogue
- Fujimi Bf 109K-4 #48001 & J1 (1995) – New tool – Renumbered #270326 & Q-12 (2003)
- Fujimi Bf 109K-4 'Red Tulip' #270333 & Q-5 (2003)
- Fujimi Bf 109G-6 'Millepux' #48002 (1995)
- Fujimi Bf 109G-14/AS 'Peterle' #48003 (1995) – Reissued, same kit number in 1998
- Fujimi Bf 109G-6 'Super Ace Hartman' #48004 (1994) – Renumbered #270319 & Q-11 (2005)
- Fujimi Bf 109G-10 'Reich Defence' #48005 (1994)
- Fujimi Bf 109G-6 'Bomber Killer' #48006 (1994)

Notes	
inj	– Injection Moulded Plastic
ltd inj	– Limited-run Injection Moulded Plastic
mtl	– White-metal (including Pewter)
pe	– Photo-etched metal
res	– Resin
vac	– Vacuum-formed Plastic
(1999)	– Denotes date the kit was released
(1994->)	– Date/s denote start/finish of firm's activities, the exact date of release of this kit is however unknown
ex-	– Denotes the tooling originated with another firm, the original tool maker is noted after the '-'

- Fujimi Bf 109G-6-AS 'Special Escort' #48007 (1994)
- Fujimi Bf 109K-4 'Herts As' #48009 (1994) – Reissued, same kit number in 1998
- Fujimi Bf 109G-6 'Tropical Pik-As' #48010 (1994)
- Fujimi Bf 109G-6 'Swiss Gustav' #48011 (1994)
- Fujimi Bf 109G-10/R2 'Photo Recon' #48012 (1995)
- Fujimi Bf 109G-14/R1 'Jabo' #48013 (1995)
- Fujimi Bf 109G-5 'Höhenjäger' #48014 (1995)
- Gartex (modified ex-Hasegawa) Bf 109G-3 with V-tail #GA:10 (1995)
- Hasegawa Bf 109F 'Eastern Front' #JT115 (1996) – Export market only – Reissued in 11/1999, same kit number, as Bf 109F 'Eastern Front 1942'
- Hasegawa Bf 109F-2 #J10 (1991) – Renumbered in 1995 as #JT26, and reissued as such in 2001
- Hasegawa Bf 109F-2 'Barbarossa' #07425 (2016) – Limited edition
- Hasegawa Bf 109F-2 'Esquadilla Azul' #09794
- Hasegawa Bf 109F-4 #J11 – Renumbered in 1995 as #JT27
- Hasegawa Bf 109F-4 'Super Experten' #07379 (2014) – Limited edition
- Hasegawa Bf 109F-4/R1 '10.(Jabo)/JG2' #JT173
- Hasegawa Bf 109F-4 Trop #J12 (1991) – Renumbered in 1995 as #JT28



Eduard 48th (#84173)



Eduard 48th (#R0009)



Eduard 48th (#R0014)



Fujimi 48th (#J4)



Hasegawa 48th (#09375)



Hasegawa 48th (#09459)



Hasegawa 48th (#09739)



Hasegawa 48th (#09838)



Hasegawa 48th (#J11)



Hasegawa 48th (#JT156)



Hasegawa 48th (#SP256)



Hasegawa 48th Bf 109G-6 (#JT47)



Hasegawa 48th Bf 109G-6 Hungarian AF (#09627)



Hasegawa 48th Bf 109G-6 Rumanian (#09497)



Hasegawa 48th Bf 109G-14 (#JT48)



Hasegawa 48th Bf 109K-4 (#JT63)



Hasegawa 48th Bf 109K-4 JG53 (#09330)



HobbyBoss 48th Bf 109F-4 (#81749)



Hobbycraft 48th Bf 109G-1/G-2 (#HC1538)



Hobbycraft 48th Bf 109G-6 (#HC1541)



Hobbycraft 48th Bf 109G-10 (#HC1522)



Hobbycraft 48th Bf 109G-14 (#HC1544)

- Hasegawa Bf 109F-4 Trop #JT142 (1997) – *Limited edition*
- Hasegawa Bf 109F-4 Trop 'North Africa' #09459 (2003) – *Limited edition*
- Hasegawa Bf 109F-4 Trop 'JG27' #09804 (2008) – *Limited edition*
- Hasegawa Bf 109F-4 Trop 'Marseille' #09871 (2009) – *Limited edition (inc resin figure)*
- Hasegawa Bf 109F-4 Trop 'African Star (Marseille) w/figure' #07491 (2020) – *Limited edition (inc resin figure)*
- Hasegawa Bf 109F-4 Trop/R1 w/gun pack #09980 (2012) – *Limited edition*
- Hasegawa Bf 109F-4/B 'JG53' #09945 (2011) – *Limited edition*
- Hasegawa Fieseler & Skoda FiSk 199 #09645 (2006) – *Limited edition*
- Hasegawa Bf 109G-2 #J13 (1992) – Renumbered in 1995 as #JT29
- Hasegawa Bf 109G-2 'Karayaherz' #JT106 (1995)
- Hasegawa Bf 109G-2 'JG54 Grünherz' #09588 (2005) – *Limited edition*
- Hasegawa Bf 109G-2 'Finnish Air Force' #07329 (2013)
- Hasegawa The Seven Aces of WWII #SP??? (2015) – *inc Bf 109G-14 'Hartmann', A6M2b Type 21 'Iwamoto', Bf 109G-2 'Juuhainen', La-7 'Kozhedub', Spitfire Mk IX 'Johnson' P-38 'Bong', C.202 'Lucchini'*
- Hasegawa Bf 109G-2/Trop 'Black 6' #09499 (2003) – *Limited edition*
- Hasegawa Bf 109G-2/Trop 'W. Schroer' #09853 (2009) – *Limited edition*
- Hasegawa Bf 109G-2/Trop 'Marseille' #09952 (2011) – *Limited edition*
- Hasegawa Bf 109G-4 'Hartmann' #09303 (1999) – *Limited edition*
- Hasegawa Bf 109G-4 'Italian Air Force' #09559 (2004) – *Limited edition*
- Hasegawa Bf 109G-6 #JT47 (1997) – Reissued, same kit number, 1998 and 2001
- Hasegawa Bf 109G-6 'Hartmann' #JT145 (1998) – *Export market only*
- Hasegawa Bf 109G-6 'JG3/51' #JT156 (1998) – *Limited edition*
- Hasegawa Bf 109G-6 'Mölders JG51' #JT156 (2000) – Home market only
- Hasegawa Bf 109G-6 'Finland Air Force' #JT163 (1998) – *Limited edition*
- Hasegawa Bf 109G-6 'Italian Air Force' #JT166 (1998) – *Limited edition*
- Hasegawa Bf 109G-6 'Nachtjäger' #JT187 (1999) – *Limited edition*
- Hasegawa Bf 109G-6 'JG53' #09313 (1999) – *Limited edition*
- Hasegawa Bf 109G-6 'Graf' #09324 (2000) – *Limited edition*
- Hasegawa Bf 109G-6 'Barkhorn' #09363 (2001) – *Limited edition*
- Hasegawa Bf 109G-6 'Experten' #09401 (2001) – *Limited edition*
- Hasegawa Bf 109G-6 'JG27' #09434 (2002) – *Limited edition*
- Hasegawa Bf 109G-6 'Rumanian Air Force' #09497 (2003) – *Limited edition*
- Hasegawa Bf 109G-6 'Hungarian Air Force' #09627 (2003) – *Limited edition*
- Hasegawa Bf 109G-6 'Eyeball' #09739 (2007) – *Limited edition*
- Hasegawa Bf 109G-6/W 'Graf' #09915 (2010) – *Limited edition*
- Hasegawa Bf 109G-6 'Arcadia of my youth' #64711 (2014) – *Limited edition*
- Hasegawa Bf 109G-6 'Eino Ilmari Juutilanen figure' #07494 (2020) – *Limited edition*
- Hasegawa Bf 109G-6/G-14 'Hartmann' #09838 (2009) – *Limited edition*
- Hasegawa Bf 109G-10 #JT64 (1999)
- Hasegawa Bf 109G-10 'Reichs Defense' #09468 (2003) – *Limited edition*
- Hasegawa Bf 109G-10 'JG51' #09599 (2005) – *Limited edition*
- Hasegawa Bf 109G-10 'End of War' #09742 (2007) – *Limited edition*
- Hasegawa Bf 109G-14 #JT48 (1997) – Reissued, same kit number, 1998 and 2001
- Hasegawa Bf 109G-14 'Italian & Croatian A.F.' #JT149 (1998) – *Export market only*
- Hasegawa Bf 109G-14 'Bodenplatte' #09375 (2001) – *Limited edition*
- Hasegawa Bf 109G-14 'Finland Postwar' #09445 (2002) – *Limited edition*
- Hasegawa Bf 109G-14/AS 'JG300' #09865 (2009) – *Limited edition*
- Hasegawa Bf 109K-4 #JT63 (1999) – Reissued, same kit number, 2001
- Hasegawa Bf 109K-4 'JG 53' #09330 (2000) – *Limited edition*
- Hasegawa Bf 109K-4 'Red Tulip' #09417 (2002) – *Limited edition*
- Hasegawa Bf 109K-4 'Hartmann' #09534 (2004) – *Limited edition*
- Hasegawa Bf 109K-4 'JG 77' #07347 (2013) – *Limited edition*
- HobbyBoss Bf 109F-4 #81745 (2015) – 'Easy Assembly' range
- HobbyBoss Bf 109G-2 #81750 (2016) – 'Easy Assembly' range
- HobbyBoss Bf 109G-6 #81751 (2017) – 'Easy Assembly' range
- Hobbycraft Bf 109G-1/-2 'African Front' #HC1538 (1995)
- Hobbycraft Bf 109G-4 'Jabo' #HC1543 (1995)
- Hobbycraft Bf 109G-6 'Aces Mount' #HC1541 (1995)
- Hobbycraft Bf 109G-10 'Axis Allies' #HC1522 (1995)
- Hobbycraft Bf 109G-14 'Reich Defender' #HC1544 (1995)
- Hobbycraft Bf 109K-4 'Last of the Last' #HC1539 (1995)
- ICM Bf 109F-2 #48102 (Announced 2001, released 2006)
- ICM Bf 109F-2 with German Pilots & Ground Personnel #48803 (2010) – Reissued in 2020 as #48805
- ICM Bf 109F-4 #48103 (Announced 2001, released 2007)
- ICM Bf 109F-4 with German Luftwaffe Personnel #48804 (2013)
- ICM Luftwaffe Airfield #DS4801 (2021) – *Contained Bf 109F-4, Hs 126B-1 & Luftwaffe Pilots and Ground Personnel*
- ICM Bf 109F-4/B #48104 (Announced in 2001, released 2008)
- ICM Bf 109F-4Z/Trop #48105 (2008)
- ICM Bf 109F-4/R3 #48106 (2009)
- ICM Bf 109F-4/R6 #48107 (2010)
- Imex Bf 109G #A334 – *Mould origin unknown {could be ex-Otaki}?*
- Italeri (ex-Academy/Hobbycraft) Bf 109G-6 'Italian Aces' #2719 (2012)
- Italeri (ex-Academy) Bf 109K-4 #2805 (2020)
- KA Models (ex-Fujimi) Bf 109G-6 'Red Tulip' #KP48001A (2014)
- KA Models (ex-Fujimi) Bf 109G-10 'Rita' #KP48002A (2014)
- Monogram (ex-Revell) Bf 109G #5225 (1990) – Reissued, same number, 1995
- Otaki Bf 109G-5/G-6/R2 #OT2-25 (mid-1976 -1985) – Also OT2-9156
- Pegasus Hobbies Bf 109G-6 #8413 (2008) – *E-Z Snapz' kit*
- Planet Models [res] Bf 109Z #086 (2003)
- Revell (ex-ICM) Bf 109F-2/4 #04656 (2011)
- Revell Bf 109G-10/U2 #H33 (1978) – Reissued in 04/1998 as Bf 109G-10 #04532 and as #03958 in 2016
- Revell Bf 109G-6 'Metal Kit' #8901 (1992)
- Revell Bf 109G-10 'Premium Metal Kit' #4522 (1993)
- Revell Messerschmitt Bf 109K-4 #4590 (1991)
- Revell-Monogram (ex-Revell) Bf 109G #85-5253 (2009)
- Revell USA Bf 109G #85-5253 (In 2011 catalogue) – *This was the US market packaging, which differed from that used elsewhere by Revell AG*
- Stormfront Models (ex-Airfix) Bf 109F Rumanian A.F. #None (2017) – *2x kits in the box*
- Tamiya Bf 109G-6 #61117 (2017)
- UM/Unimodel Bf 109G-4 #402 (2011)
- UM/Unimodel Bf 109G-6 'Hungary Air Force' #423 (2012)



Hobbycraft 48th
Bf 109K-4 (#HC1539)



ICM 48th Bf 109F-2 with
pilots etc (#48803)



ICM 48th
Bf 109F-4 R3 (#48106)



ICM 48th
Bf 109F-4 R6 (#48107)



ICM 48th
Bf 109F-4B (#48104)



ICM 48th
Bf 109F-4Z Trop (#48105)



KA Models 48th
Bf 109G-6 (#001)



KA Models 48th
Bf 109G-10 (#002)



Matchbox 48th
Bf 109G (#PK-451)



Monogram 48th
Bf 109G (#5225)



Planet Model 48th
Bf 109Z (#086)



Revell 48th
(#4590)



Tamiya 48th
(#61117)



UM 48th
Bf 109G-6 Finnish (#432)



Ventura 48th
Bf 109G-14 (#V0301)



Zvezda 48th
Bf 109F-2 (#4802)



Zvezda 48th
Bf 109G-6 (#4816)



Border Models 35th
(#BF-001)



21st Century Toys 32nd
Bf 109F-2/F-4 (#22103)



Craftworks 32nd
Bf 109K-4 (#32109)



Hasegawa 32nd
Bf 109F-4 Trop (#ST31)



Hasegawa 32nd
Bf 109G-2 Finnish AF



Hasegawa 32nd
Bf 109G-10 (#ST22)



Hasegawa 32nd
Bf 109G-14 (#ST18)



Hasegawa 32nd
Bf 109K-4 (#ST20)



Revell 32nd
Bf 109F (#00012)



Revell 32nd
Bf 109G (#H-279)



Revell 32nd
Bf 109G-4 (#04721)



Revell 32nd
Bf 109G-10 (#04888)



Revell 32nd
Bf 109K-4 (#04702)



Revell 32nd
(#04721)



Trumpeter 32nd
Bf 109F-4 (#02292)



Trumpeter 32nd
Bf 109F-4 Trop (#02293)



Trumpeter 32nd
Bf 109G-2 (#02294)



Trumpeter 32nd
Bf 109G-6 Late (#02297)



Trumpeter 32nd
(#02299)



Trumpeter 24th
Bf 109G-2 (#02406)



Trumpeter 24th
Bf 109K-4 (#02418)

- UM/Unimodel Bf 109G-6/R3 & R6 #410 (2008)
- UM/Unimodel Bf 109G-6/R3/Trop #416 (2010)
- Ventura [ltd inj] Bf 109G-14 #V0301 (1989)
- Victoria Products [res] Bf 109K-4 #C2 (1993)
- Zvezda Bf 109F-2 #4802 (Announced 2007, released 2010)
- Zvezda Bf 109F-4 #4806 (Announced 2011, released 2012)
- Zvezda Bf 109G-6 #4816 (Announced 2014, released 2017)

1/35th

- Border Models Bf 109G-6 #BF-001 (Announced 2020, released 2021)
- Pend Orielle Model Kits (POMK) [res] 1/35th Bf 109G-6 #3501 (1989->)
- Pend Orielle Model Kits (POMK) [res] 1/35th Bf 109F #3502 (1989->)

1/32nd

- Accurate Aircraft [res] 1/32nd Bf 109G-10 #N/K (1993)
- Combat Models (ex-Schmidt Vacu-modellbau) [vac] 1/32nd Bf 109F/H/K #32-012
- Craftworks [res/pe/mtl/vac] 1/32nd Bf 109K 32109 (Announced for Summer 1998, released in 2003)
- Hasegawa Bf 109F-2 #08210 (2011) – *Limited edition*
- Hasegawa Bf 109F-4/Trop #ST31 (2010)
- Hasegawa Bf 109F-4 'Priller' #08221 (2011) – *Limited edition*
- Hasegawa Bf 109F-6/U 'Galland Special' #08214 (2011) – *Limited edition*
- Hasegawa Bf 109G-2 #08170 (2002) – *Limited edition*
- Hasegawa Bf 109G-2 'Finnish Air Force' #08230 (2012) – *Limited edition*
- Hasegawa Bf 109G-2/Trop 'Marseille' #08219 (2011) – *Limited edition*
- Hasegawa Bf 109G-4 'Hartmann' #08135 (2002) – *Limited edition*
- Hasegawa Bf 109G-6 #ST17 (2001)
- Hasegawa Bf 109G-6 'Super Experten' #08153

- (2005) – *Limited edition*
- Hasegawa Bf 109G-6 'Juutilainen' #08242 (2016) – *Limited edition*
- Hasegawa Bf 109G-10 #ST22 (2004)
- Hasegawa Bf 109G-10 'Nachtjäger' #08184 (2008) – *Limited edition*
- Hasegawa Bf 109G-14 #ST18 (2002) – Reissued, same kit number, in 2020
- Hasegawa Bf 109G-14 'JG5' #08191 (2009) – *Limited edition*
- Hasegawa Bf 109G-14 'JG300' #08198 (2009) – *Limited edition*
- Hasegawa Bf 109K-4 #ST20 (2004)
- ID Models [vac] Bf 109G-14/K-4 #3202 (1986) – *Ceased all production in 1999*
- Revell Bf 109F #H-284 (1967) – Reissued as a *Limited edition* (7,500 worldwide) in 2009 as #00012
- Revell Bf 109G 'Gustav' #H279 (1970) – Reissued in 1987 (Bf 109 G-6) as #4772 and in the 'Lone Eagles' series in 1992 as 'Me 109G' (#4772)
- Revell (ex-Hasegawa) Bf 109G-4 Trop #04721 (2002)
- Revell Bf 109G-6 'Late & early versions' #04665 (2013)
- Revell Bf 109G-10 Erla "Bubi" Hartmann #04888 (2013)
- Revell (ex-Hasegawa) Bf 109K-4 #04702 (2007)
- Revell-Monogram 'Pro-Modeler' (ex-Hasegawa) Bf 109G-4 Tropical #85-5981 (2002)
- Rutman (Jerry) [vac/res/mtl/pe] Bf 109G-10 #N/K (2000)
- Rutman (Jerry) [vac/res/mtl/pec] Bf 109K-4 #N/K (2000)
- Schmidt Vacu-Modellbau [vac] Bf 109F/G/K #3214 (1984-2000) – *Issued under their Blue Max label*
- Trumpeter Bf 109F-4 #02292 (2010)
- Trumpeter Bf 109F-4/Trop #02293 (2012)
- Trumpeter Bf 109G-2 #02294 (2010)
- Trumpeter Bf 109G-2/Trop #02295 (2013)
- Trumpeter Bf 109G-6 (Early) #02296 (A2011)
- Trumpeter Bf 109G-6 'Late' #02297 (2015)
- Trumpeter Bf 109G-10 #02298 (2014)
- Trumpeter Bf 109K-4 #02299 (Announced for 2010, released 2017)

- Zoukei Mura Bf 109G #Super Wings Series No.xx – *Announced in 2019 for 2020 release (sub-variant not announced), revised to 2021 release, not released to date*
- 21st Century Toys Bf 109G-14 #22106

1/24th

- G-Modell [res] Bf 109K-4 #N/K (1990) – *Only fifty of each kit was made before production ended*
- ID Models [vac] Bf 109G-6 #2401 (1996) – *Ceased all production in 1999*
- ID Models [vac] Bf 109G-10 #2402 (1996) – *Ceased all production in 1999*
- Trumpeter Bf 109G-2 #02406 (2003)
- Trumpeter Bf 109G-6 'Early version' #02407 (2003)
- Trumpeter Bf 109G-6 'Late version' #02408 (2004)
- Trumpeter Bf 109G-10 #02409 (2003)
- Trumpeter Bf 109K-4 #02418 (2006)

1/18th

- MPM/HPH [res/fg] Bf 109G-6 #HPH08 (1997) – *Limited edition* – Reissued same kit number in 2004

1/16th

- Artesania Latina [mtl/pe] Bf 109G #20356 (2020) – *Skeletal*

Airframe & Miniature No.11 – Second Edition
The Messerschmitt Bf 109 Late Series
Downloadable Content

Valiant Wings Publishing Ltd
Unit 3 Glenmore Business Park
Stanley Road, Bedford, MK42 0XY
+44 (0)1234 413843
enquiries.vwp@gmail.com
www.valiant-wings.co.uk

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